



Hongkong Daily Press

ESTABLISHED 1847.

Registered as a Newspaper at the General Post Office in the United Kingdom

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early anything on earth except
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But that you must cherish as
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possession and it will repay
you for your care.
We can supply you with lenses
that will relieve and strengthen
your eyes.

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No. 20,813 號二十百三第萬二第 日九十月六年亥癸 HONGKONG, WEDNESDAY, AUGUST 1st, 1933. 三拜禮 號一月八年二十國民華中

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Drink for Summer.

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PEAK TRAMWAYS CO. LIMITED.

TIME-TABLE.

WEEK DAYS.	
7.00 a.m. to 7.10 a.m.	every 15 minutes
7.30 " " 8.30 " "	" " 10 " "
8.30 " " 8.47 " "	Stopping
8.47 " " 9.01 " "	Non Stop
9.01 " " 9.11 " "	Stopping
9.11 " " 9.20 " "	Non Stop
9.20 " " 9.30 a.m. to 11.00 p.m.	every 10 minutes
11.30 " " 12.30 p.m.	" " 15 " "
12.30 " " 12.47 " "	Non Stop
12.47 " " 12.57 " "	Stopping
12.57 " " 1.04 " "	Non Stop
1.04 " " 1.13 " "	Stopping
1.13 " " 1.20 " "	Non Stop
1.20 " " 1.30 p.m. to 4.00 p.m.	every 10 minutes
4.00 " " 4.30 " "	" " 15 " "
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4.47 " " 4.57 " "	Non Stop
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6.13 " " 6.20 " "	Non Stop
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6.30 " " 6.40 " "	Non Stop
6.40 " " 6.47 " "	Stopping
6.47 " " 6.57 " "	Non Stop
6.57 " " 7.04 " "	Stopping
7.04 " " 7.13 " "	Non Stop
7.13 " " 7.20 " "	Stopping
7.20 " " 7.30 " "	Non Stop
7.30 " " 7.37 " "	Stopping
7.37 " " 7.47 " "	Non Stop
7.47 " " 7.54 " "	Stopping
7.54 " " 8.03 " "	Non Stop
8.03 " " 8.10 " "	Stopping

SUNDAYS.

7.00 a.m. to 7.10 a.m.	every 15 minutes
7.30 " " 8.30 " "	" " 10 " "
8.30 " " 8.47 " "	Stopping
8.47 " " 9.01 " "	Non Stop
9.01 " " 9.11 " "	Stopping
9.11 " " 9.20 " "	Non Stop
9.20 " " 1.00 p.m. to 1.00 p.m.	every 30 minutes
1.00 p.m. to 1.15 " "	" " 15 " "
1.15 " " 1.30 " "	" " 15 " "
1.30 " " 1.40 " "	Non Stop
1.40 " " 1.47 " "	Stopping
1.47 " " 1.57 " "	Non Stop
1.57 " " 2.04 " "	Stopping
2.04 " " 2.13 " "	Non Stop
2.13 " " 2.20 " "	Stopping
2.20 " " 2.30 " "	Non Stop
2.30 " " 2.37 " "	Stopping
2.37 " " 2.47 " "	Non Stop
2.47 " " 2.54 " "	Stopping
2.54 " " 3.03 " "	Non Stop
3.03 " " 3.10 " "	Stopping

SATURDAYS.

Extra Car—12 midnight.
NIGHT CARS—WEDNESDAYS AND SUNDAYS:
8.30 p.m. to 9.30 p.m.
9.30 p.m. to 11.00 p.m. every 30 minutes
11.15 " " 11.45 " " 15 " " Stopping
SPECIAL CARS
By ARRANGEMENT AT THE COMPANY'S OFFICE
HONGKONG, 1st June 1923.

KOWLOON-CANTON RAILWAY.

TIME-TABLE

On and after FRIDAY, SEPTEMBER 15th, 1933, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Station		No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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HONGKONG.

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SCOTTISH LETTER.**LOST MAN-POWER.**

[FROM OUR OWN CORRESPONDENT.]

Edinburgh, June 27th.

Emigrant sailings from the Clyde to the United States, suspended since May on account of the exhaustion of the British quota, will be resumed this week-end. From now on till the late autumn, the stream of emigrants to the States will flow at its highest level. Each year approximately 77,000 British subjects make up the quota passing under the Stars and Stripes. About 45,000 people will cross the Atlantic under these auspices within the next three months. It is a strange and a regrettable fact that the number of emigrants to Canada is much smaller. Probably the States receive more man-power from this country in a year than all the Dominions put together. Such is the superior lure of high wages over the chances of pioneering. The Imperial authorities might profitably enquire into this question of comparative inducements and consider steps to check a material as well as a sentimental leakage of Empire resources.

NOVAE'S ESTATES FLOATED.

A great deal of interest is being taken in the latest action of Viscount Novar, former Governor-General of Australia and the present Secretary for Scotland. Following the example of a number of other large landowners, he has formed his estates into a joint-stock company. The company is a "private" one. The number of its members, exclusive of persons in its employment, is not to exceed 50. The first directors of the company, who are also the signatories to the application for registration, are Viscount Novar of Raith and Novar, G.C.M.G., and Viscountess Novar, J. P. Raith, Kirkcaldy. The capital is £50,000 in £1 shares and the estates extend to 27,000 acres.

The purpose of the formation of these Estates Companies is to lessen the burden of taxation on landed property. When a company is formed the landowner usually holds the great bulk of the shares, but he can apportion part of them to his children or other members of his family in such proportion that the interest would yield them sums equal to their previous allowances. On these, therefore, he would save the payment of Super Tax. He himself may draw a salary as Director, saving also in the rate of Income Tax at which it is assessed. There is also a saving on Death Duties, which vary from 3 per cent. on an estate of £1,000 to 40 per cent. on an estate of £2,000,000. On an estate formed into a company Death Duties have to be paid only on the shares held by the deceased, and not on the whole estate. The Duke of Buccleuch recently formed his estates into a Company in this way.

OUR GREAT DEBT TO LORD BALFOUR.

When one sees fair women and brave men clad in furs and ulsters watching tennis, standing round the ropes at cricket matches and shivering at athletic gatherings one reflects how much we in this northern climate owe to Earl Balfour. These long, cold days are good for golf and for little else, and it is to Earl Balfour that we owe the great boom in golf through his brave and repeated efforts to win the Parliamentary Golf Handicap. Earl Balfour has himself said that when his political career was forgotten he hoped still to be remembered as the man who had brought the golf and happiness of golf into countless lives, which, but for him, would never have heard of the most exasperating of all games. We could get on quite well without most politicians, but should be in a bad way without the beneficent work, outside politics, of one of the greatest of them.

When, a short time ago, Lord Balfour and others were commenting upon the tremendous wave of golf which, coming from Scotland, had submerged England, they all omitted to observe another most striking phenomenon. That was the backwash of the golf wave into Scotland itself. I was looking recently at two golf maps of Great Britain, upon which the courses were represented by little black dots. The maps were separated in date by a quarter of a century. Twenty-five years ago, though golf had been played in Scotland for centuries there were not many courses. In England there were fewer still. Then came the modern boom which, though it started in Scotland first, raged in England, and a little later returned on its tracks and set Scotland itself aflame.

The effect was clearly shown in the maps of courses. In both countries their numbers increased enormously year by year until there came to be little difference in the factor for multiplication. It seems rather curious that Scotland should have played the game for so long without realising its wide popular application until England had taken it up. There has, however, always been this important difference between the booms in England and Scotland. In England golf has not yet seriously gripped the artisan class—the cost of courses is perhaps too high—whereas in Scotland the working classes are among the best and keenest players. But for this difference it is possible that, with our smaller population, we should not have been able to hold our own as we do.

HOW LEACOCK FOUND GOLF.

They have a Chair of Humour in the McGill University, Canada; they call it Economics there, but we imagine its professor, Mr. Stephen Leacock, has become very popular, nevertheless. In his latest book, "Over the Footlights," he treats of many things from the drama to the pictures. But to Scottish folk perhaps the best chapter deals with "Why I refuse to play Golf." He explains that the game came to Montreal "in that invidious but forceful way that characterises everything Scottish. It was similar to the spread of Scotch banking, the Scotch Church, and Scotch whisky."

The exact circumstances were these—One afternoon in April when the wind was on the new grass three Scotchmen went out to a hill slope near the town. They carried with them three crooked sticks and a little ball. There was firmness in their manner but nothing obviously criminal. They laid the ball down, and began to beat it about on the grass. They paid no attention to the few mystified people who watched them. At the end of an hour they were seen to sit down under a briar bush; there they remained for some time. It was thought at the time that they were either praying or drinking whisky. But the real truth was that they formed themselves into a Golf Club. "It was not long before the game began to exercise an effect upon those who at first had been idle spectators. They became anxious to join in. Here and there, by a very obvious and cunning piece of policy, they were invited to try their hand. The spectator then found to his surprise the peculiar difficulty of the game. He discovered that, simple though it looked, it was not possible for him to place the ball on the ground, take a drink of Scotch whisky, and then hit it with a stick. He tried again and again, but failed each time. The natural result was that he solicited membership in the club, and reappeared on the following Saturday with a ball and a stick of his own and with a flask of whisky on his hip. The Saturday after that he turned up with a pair of knickerbocker trousers, a round tam o' shanter hat, and a Cluny Macpherson tartan over his shoulder; after that, as far as any general utility to the community went the man was lost." Describing the clubhouse which was erected, he says:—"It was a modest affair—merely two large rooms, one a sitting-room with easy chairs for talking about golf in, and the other a rest or silence room for thinking about golf in." "It is difficult to say what the fascination is, but it is there. Sometimes I think it lies in pretending to be a Scotchman. It may be that—there are so many things about the Scotch that attract their contempt of rain, their peculiar nerve in wearing a hen's feather in their hat, their comprehensive ideas on damnation—that it may well be that the golf members are simply trying to be Scotchmen. In addition to that, I blame Harry Lauder a good deal, and undoubtedly Robert Burns has a lot to answer for."

CLYDE'S MAGNETIC CRANES.

The Clyde Trust has given orders for some very large magnetic dock cranes to handle pig-iron and steel. These cranes have a huge magnet at the end of the chain, which, lowered over a wagon of metal, immediately attracts a ton or two of ingots and swings them up where wanted. If the electric current which actuates the magnet were cut off for a second or less, the pig-iron would suddenly fall with disastrous results. But to guard against this some safety device is used, generally in the nature of storage batteries, carried on the crane with enough current in them to keep the magnetic force active long enough to deposit the load safely.

WIRELESS IN THE HIGHLANDS.

It is rather curious that wireless has been introduced to certain parts of Inverness and Ross-shire before the telephone. You will see ariels in Kingussie, Newtonmore, Abiemore, and even Loch Maree; but up till now the telephone has never reached these places.

MR. GEORGE BARNES AS AN AUTHOR.

Mr. G. N. Barnes, the former Labour member for the Gorbals Division of Glasgow, has just completed his "Recollections," which will be published in the autumn. Since he forsook the hazy-burly of politics, "George," as he likes to be called, has spent a few quiet months at his home in Loches. His career reads like a romance. As a journeyman engineer he tramped Glasgow looking for a job, and ultimately rose to be the secretary of our strongest trades union. Entering Parliament, his practical commonsense gained him not only friends but rapid promotion. He was a member of the War Cabinet, his Pensions Charter is famous, while his signature figures on the Peace Treaty and many League of Nations documents.

OBITUARY.

At a nursing home in London, Jennie, wife of the late Dr. George Ernest Morrison, Peking, aged 34.
At Kilcolm, on 21st June, Jeannie Brown, wife of W. Davies, late of Shanghai.

BOWERN & CO.,

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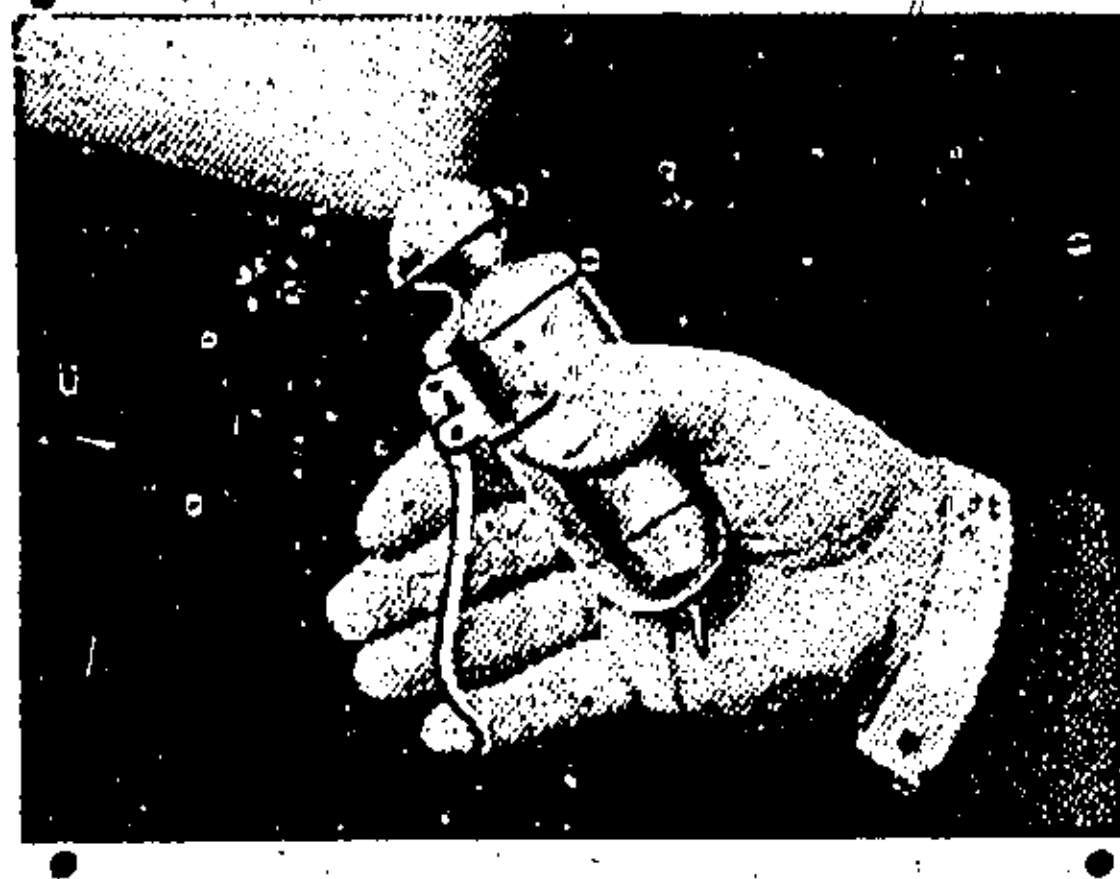
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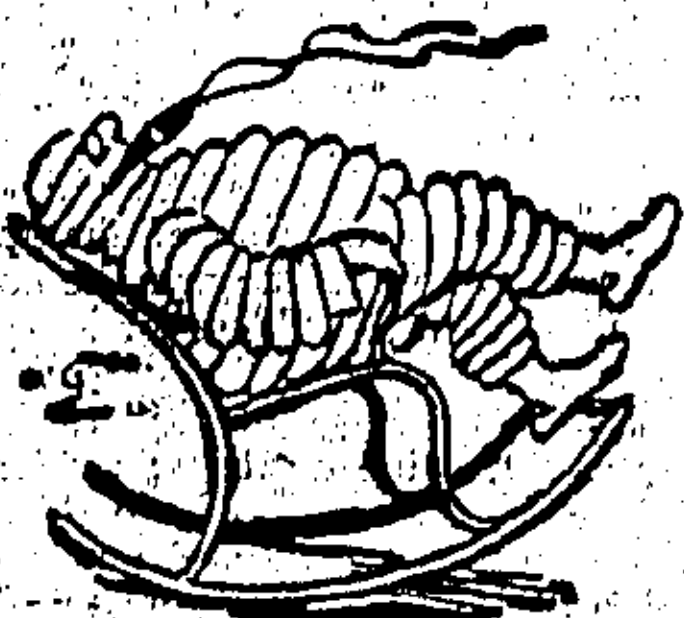
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OUR LONDON LETTER.

DISCLOSURES ABOUT FRENCH
INTRIGUE IN THE RHINELAND
PROVINCES.ENGLISH SUPPORT FOR MIS-IONARY
EFFORT IN CHINA.

[FROM OUR OWN CORRESPONDENT.]

LONDON, June 30th.

MISSIONARIES FOR ABROAD.

Some particulars of the practical side of missionary effort as distinct from the religious aspects, were given at the 12th annual Conference of British Missionary Societies, which was held this week at Swanwick. [Imagine that it will come as a surprise to many to learn what are the comparative contributions of this country and the United States to work in the mission field. In the case of China, America sends every year upwards of nine million gold dollars, or nearly two million pounds sterling, and to India five million dollars, or nearly one million pounds sterling. China receives from England a contribution of of 225,000 a year, and India receives 200,000.]

It is said that there is a marked tendency to form national Christian Councils of independent Churches in China, and India, and this tendency is coupled with a desire for education that almost amounts to a passion. I gather that this was news to the Conference at Swanwick, and it will be, probably, to most people. Another point that was stressed was that present-day students who propose for themselves a missionary career express a wish to work independently of missionary societies in the spread of Christianity, or in connection with underdominational bodies.

One of the speakers, Mr. R. C. Hall, of the Students' Christian Movement, declared that students complain of "unrestrained and unintelligent propaganda in season and out." The younger men and women are taking up courses which deal not only with medicine and education, but with agricultural work and a study of economics. THE NATIONAL COUNCILS.

The Conference at Swanwick was informed that in the long run many outstanding problems of missionary work will be solved by the National Councils. The Chinese Council was cited as an example. It has just completed its first year's work, in which it was largely assisted by a fine financial grant from Mr. George Cadbury a short time before his death; and Dr. Cheng Ching Yi, the Secretary of the Council, stated that already this body was not only beginning to prove a useful instrument of unity and co-operation, but also an interpreter of Christianity to China and the outside world.

THE ENTERTAINMENT TAX.

For a long time there has been an outcry in the theatrical world against the Entertainment tax. When the Budget was introduced, a strong appeal was made to the Chancellor to abolish the tax altogether, but nothing came of it. Now we have a deputation trying to soften the hard heart of the Treasury, and asking for at least a reduction of the impost, but with no better result. There is no sympathy to be had in that quarter.

The fact is that the public have become accustomed to paying a few pence extra on the ticket whenever a house of entertainment is visited. The tax brings into the national exchequer more than ten million pounds sterling per annum, and it is no trouble or expense to collect—that is, no trouble to the Government. Every theatre or other place of amusement is a tax-collecting agency. This being the case, it can be easily understood that the Government will not readily forego such a very useful sum as ten millions in these hard times for Chancellor of the Exchequer.

Sir William Joynton-Hicks, who met the deputation referred to on behalf of the Treasury, rather turned the tables upon the party. He pointed out that owners of theatres and cinemas could not have the better of both worlds. They could not plead, he said, that they were being ruined by the oppressive Entertainment tax while at the same time paying salaries to "stars" equal to the combined salaries of five Cabinet Ministers. This little gibe has gone home, and has annoyed the people concerned. They are now explaining that blent salaries to some artistes are necessary to "draw" custom. This is another way of saying that some artistes are exceedingly over-paid, while others not less talented or capable receive less than they are worth. But twice over thus in this imperfect world.

PADEWSKI AGAIN.

Everyone in London who professes to be musical is talking about the re-appearance of Paderewski after a lapse of years, during which he has played several unusual roles, including that of Prime Minister of his native land of Poland. He has sent the critics into raptures by his recitals, especially the opening one at the Queen's Hall. The great building was packed with thousands, and every light was extinguished except a few near the domed ceiling, thus leaving the auditorium in semi-darkness. The great little man glided on to the platform almost ghost-like, sat down at the piano, and literally attacked it with a series of crashing chords. Then, keeping the damper pedal down until the reverberations ceased of their own accord, he produced an effect that was uncanny but impressive. One wonders whether it will set a new fashion among professional players.

Paderewski kept his admirers spell-bound for three and a half hours. It was a feast of music—from the works of Chopin, Liszt, Schumann, and Mendelssohn—worthy of a Master; and it was noted that he has retained all his old mannerisms, even to the trick of playing the bass notes of a chord in advance of the others. I hear it said that he intends to make a journey to Japan, and will also probably visit Shanghai and Hongkong.

FRENCH INTRIGUES.

It has been well-known here ever since the war that the French Government have been trying to bring about the dismemberment of the German State; and therefore it causes no surprise in informed circles that documentary proof of it is now available. This has been provided by the *Oberwehr*, which published last Sunday the secret report of the Chief Commissioner in the Rhineland on French dealings with the notorious Dr. Durtan. The French could not openly support him, but they supplied him with ample funds, for money is not easy to trace. Being well provided in this

respect, he was able to conduct extensive propaganda, and found newspapers which preached separation of the Rhineland from Germany.

But the plans miscarried, mainly because the policy of the French Government had to be of a subterranean character for fear of raising up patriotic German sentiment; and, however cleverly conducted it may be, propaganda in such circumstances has obvious limitations as to methods and organization. Hence its failure in the Rhineland.

The interesting point is that Poincaré has fully denied that he seeks to dismember Germany; but no other motive can be discovered for French intrigues in the Rhine Provinces and in Bavaria. The revelations in black and white as to what has been going on are a very awkward disclosure for people in Fleet Street editorial offices who have been bolstering up French policy in the Ruhr and proclaiming that the French Government have had no designs apart from the laudable desire to make Germany pay those much-talked-of reparations. But, like murder, international intrigue will out, given sufficient time for the inevitable proofs to become available for the purposes of courageous journalism.

TAXATION OF LAND VALUES.

A clause inserted in the Finance Bill in the House of Commons makes an end of the last item of Mr. Lloyd George's scheme for the taxation of land values. This was the most hotly-debated portion of the famous "People's Budget" of 1909. The idea was to solve the housing question of the day by forcing landlords to build, or to sell for building, vacant land in or near towns, instead of holding on to it in order to obtain unearned increment value. It was all in accordance with the theories of Mr. Henry George, the American writer of single-tax fame, and its practical application was regarded as revolutionary.

But the practical results have been the reverse of what was so confidently anticipated. It was forgotten that the price of land is only a comparatively small part of the total cost of building. The tax destroyed confidence in investments in real estate, and the amount spent on collection was more than the total taxation received. The valuation of land all over the country by a Government Department set up for the purpose was halted by supporters of the new legislation as the equivalent of another Doomsday Book of England; but a matter of strict fact, these valuations have been useless because land values are so fluctuating. The Department is being wound up, to the great grief of the hordes of officials who have been enjoying comfortable jobs.—H.B.

HONGKONG SHARE MARKET

CLOSING QUOTATIONS

JULY 31st, 1933.

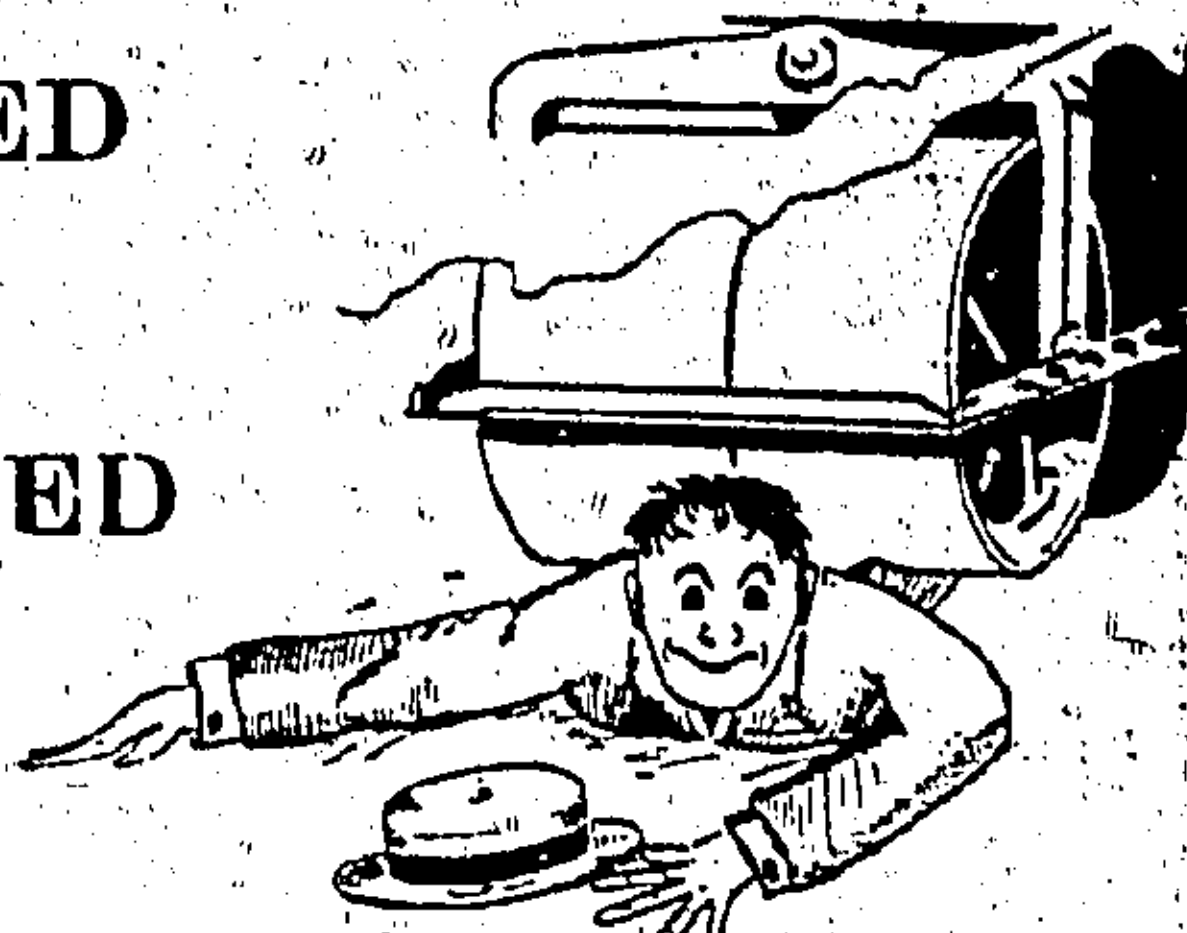
Hongkong and Shanghai Banks	1,115 1/2, 1,117 1/2, 1,120 ss.
Steamboats	4 1/2 b.
China Sugars	276 b.
Kowloon Wharves	151 b.
Shanghai Docks	91 1/2 b.
Hongkong Hotels	27 b.
Ewo Cotton Mills	12 b.
Cements	20.60 b.
Hongkong Ropes	43 1/2 ss.
China Providents	23 ss.
China Lights	15.30 b.
Hongkong Trams	23.80 b.
Peak Tramways	13 1/2 b.

Further consideration was given on June 20th by a Joint Committee of the Houses of Parliament to the Guardianship of Infants Bill, which provides that the mother of every legitimate child shall be guardian jointly with the father, and have equal rights, authority, and responsibility.

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DISMISSAL OF THE EUNUCHS.

EX-EMPEROR'S EXPLANATION: A
MATTER OF ECONOMY.
SURVIVAL OF A PUNISHMENT.

The Peking and Tientsin Times reports that the following statement has been authorised by the Manchu Emperor, and we are asked to state that any reports as to reasons for the dismissal of the eunuchs are erroneous:

"Since the establishment of the Republic the number of eunuchs employed in the Forbidden City has fallen from over 3,000 to about 1,100. The numbers being still greatly in excess of actual requirements, it was recently decided, on the personal initiative of the Manchu Emperor, to effect a further large reduction in staff. Yesterday (July 15th) the entire body of palace eunuchs, with the exception of about thirty, were discharged from service in the Forbidden City. Each of those discharged will receive from Palace funds a suitable gratuity proportionate to his length of service, and those who wish to return to their native districts will be granted travelling expenses. The discharged eunuchs (over 1,000 in number) have already left the Palace."

"The question of the discharge of superfluous Palace servants has been under the Emperor's consideration for a long time past, the main object in view being a much needed reduction in the expenditure of the Imperial Household. It is also recognised in Palace circles, however, that yesterday's action involves the practical abolition of the eunuch system in China—a system which has existed for thousands of years. This aspect of the matter receives emphasis from the fact that in future no eunuchs are to be engaged for service in the Palace."

"AN ANCIENT PUNISHMENT.
The Manchu Emperor is to be congratulated on the drastic action he took to sweep out from his Imperial Household all but thirty of the 1,100 eunuchs still retained in the Palace, states the Peking Daily News. He has thus done away with this barbaric relic of the Imperial system, which has been in existence for more than two thousand years. The continued existence of this form of Imperial retainers, after the fall of the Tsing House, is absolutely incompatible with the enlightened age in which we live and the social system of the Republican Government. It should have been abolished 11 years ago with the abdication of the Manchu Emperor in 1912."

This system originally grew out of one of the five forms of punishment practised in ancient times. The seriousness of it and the shame attached thereto was considered to be next only to death itself. But as time went on, and by virtue of their close association with the Imperial family, some of the eunuchs came into power and wielded a great influence over the Emperor and thus over the Government of the country. And then some of the men who could find no other way to make a living had themselves castrated to pass into the Imperial Household."

One of the blackest blots registered in the Chinese history took place in the Han Dynasty, when the foremost scholar of the time, Sir Ma Chien, was castrated because he offended the emperor for defending the conduct of one of the bravest generals of the age, who after winning many victories, took his army far into his enemy's territory only to find himself surrounded by an overwhelming force and his little band of 5,000 soldiers cut off from retreat and all but annihilated. He at last surrendered himself to his enemy. The history of China written by this scholar while in imprisonment and the letters exchanged between him and the general after his release still remain among the classics in Chinese literature."

DESTROYERS OF EMPIRES.
The eunuch system is identified in Chinese history as a destroyer of empires. Not a dynasty since the golden age of the Chow Dynasty is without its curse, and some of the downfalls of Imperial houses are directly the results of the corruption and intrigues of the eunuchs. So much so that it has been made by more than one Imperial family the rule of the dynasty not to use the eunuchs in any capacity except as servants. And yet they crept into the body politic by hook or crook. The first emperor of the Tsing Dynasty went so far as to have a monument of brass erected in the Palace forbidding the employment of eunuchs in government service. This warning of the founder of the Manchu House could not keep out the eunuch even in other dynasties. Old China hands can still remember the part played by Li Lien Yin, a favourite eunuch of the old Empress Dowager. He and his clique of followers were responsible for many of the evil practices during the last days of the Tsing House, and their hands could be seen in the instigation of the Boxer upheaval and the obstructions to reforms so eagerly desired by Kuang Hsu. Even great statesmen like Li Hung Chang and Chang Chi Tung could do nothing against the intrigues of Li Lien Yin."

ROBBING THEIR MASTERS.
With the formation of the Republic, the eunuchs are, of course, unable to do any work in the matter of government, but they have turned their hands to the spoliation of the country's treasures in the keeping of the Manchu family. It is known by the man in the street that precious articles of inestimable value have been stolen and sold for a song. Some of these valuables have been taken out of the country, never to return. It is generally believed that the recent Palace fire was an act of some of the eunuchs to cover their thefts. It is rumoured that losses running up to millions have been recently discovered in the Palace, and this is the principal cause that prompted the Boy Emperor to abolish the system without any further delay. The fate in which these men are left, some of them were driven out into the cold rain day (Continued at foot of next column.)

THE SHANGHAI ARMS SMUGGLING CASE.

CAPTAIN KEARNEY IN COURT.

Capt. Lawrence D. Kearney, arrested near Ningpo in connection with the alleged arms-running case, came before Mr. N. E. Linton, the U.S. Commissioner, at Shanghai on July 25th. Numerous spectators had gathered both in and outside the U.S. Court in the hope of seeing the prisoner, but only a few were able to gain admittance.

Kearney, who looked exceedingly pale and seemed to be much inconvenienced by the heat, had to be helped to a chair by the court officials. He shook hands with his lawyer, Mr. C. S. Franklin, and with the latter's partner, Mr. P. E. Faison, of Messrs. Williams, Franklin and Faison. Mr. L. G. Husar (the District Attorney), Mr. F. Fessenden and Major C. P. Holcomb appeared for the U.S. Government.

The District Attorney said that the prosecution would oppose bail in any lesser sum than \$5,000.

DETAINED ON A JUNK.

Mr. Franklin said that two of the three accused, against whom identical charges had already been levelled, had been admitted to bail in the sum of \$3,000. The defence could not see why there should be any exception in Capt. Kearney's case. He had delivered himself into the custody of the Court as soon as he had been released by the Chinese authorities, after hearing that there was a warrant out for his arrest. He was on board a junk until he met the Marshal and gave himself up. This was not a case where a man had tried to escape from the officers of the law, or willfully kept out of their reach.

The District Attorney replied that the authorities had been searching for Kearney for weeks, and hundreds of dollars had been expended in that search. The prosecution had no information that Kearney had voluntarily surrendered to the U.S. authorities. On the contrary it was not so many days ago, perhaps a week, since certain steps were taken whereby it had been made impossible for the prisoner to hide any longer. He had not been able to enjoy any further the protection that had been accorded to him. Therefore it followed that he was not particularly anxious to come before the Court. If low bail were granted, it was natural to suppose that the U.S. authorities might be put to the same trouble all over again, and perhaps the next time they would never apprehend him.

NOT AN ABLE-BODIED MAN.

Mr. Franklin I can assure the Court that Capt. Kearney delivered himself into the custody of the Court as soon as he heard there was a warrant out for his arrest. He is not an able-bodied man. He is 61, and has had the misfortune to lose both legs. If the other able-bodied defendants can be released on \$3,000, I do not see why Capt. Kearney cannot also.

Kearney's surrender was one of those physically voluntary acts and not a mental one," rejoined the District Attorney. "With reference to the other defendants in this case, they were very easily apprehended. One of them has three infant children."

After a moment's conversation with Mr. W. Van Baskirk, the Deputy Marshal, who executed the warrant on Kearney, the Commissioner said that he would accede to the prosecution's request in the matter of bail, which would be fixed at \$5,000.

Kearney cannot possibly raise \$5,000," said Mr. Franklin.

The Commissioner ordered a remand until a date to be fixed by arrangement between the prosecution and the defence.

THE SALE OF A RACE PONY.

An action was mentioned in the British Consular Court, Tientsin, on July 17th, before Mr. Pratt, relating to the sale of a pony named "Why Not." The plaintiff was Mr. H. E. Arnold and the defendant Mr. A. H. Mackay. Mr. K. Mounsey appeared for the plaintiff and Mr. R. T. Evans for the defendant. The plaintiff's claim was to reject the pony. "Why Not" bought by him from the defendant and for the return of the sum of \$1,200 paid by the plaintiff to the defendant therefor or in the alternative the sum of \$1,200 as damages for breach of a warranty given by the defendant to the plaintiff. Mr. Mounsey said he was not prepared to go to trial of the case at this juncture. He made two applications, (1) for pleadings, (2) for transfer of the hearing to the Supreme Court, Shanghai. Discussion took place as to the relative number and quality of the witnesses at Shanghai and Tientsin. His Honour ordered to report the case to the Supreme Court at Shanghai for instructions.

before yesterday without a home to go to, is well deserved, even if they were not dismissed in connexion with the thefts and the action had been long contemplated, as we are given to understand by the Imperial Household."

This system is now gone and done away with. Whatever may be the cause that led the Manchu Emperor to take this action, China is rid of this foul blot on mankind. It also behoves the city authorities to look into the conditions of some of those men who might never have stolen anything, and who, in consequence, may be left destitute on being suddenly turned out from employment, after having spent many years in the Palace. They may, therefore, have no place to go to look for a living. Some of them are no doubt well off, as a result of their evil doings. But we must not forget the unfortunate ones. It is those who are innocent that are in greatest need of help now. While we may condemn the system, we must not forget the humane and philanthropic side of the matter.

COMPANY MEETING.

SHANGHAI DOCK AND
ENGINEERING CO.

The 17th annual general meeting of shareholders in the Shanghai Dock and Engineering Co., Ltd., was held on July 28th. Mr. John Prentice presided, supported by Messrs. H. W. Lester, P. L. Knight and A. Brooke Smith, and Mr. Arnold Dawson, secretary, and there was an attendance representing 3,195 shares.

The CHAIRMAN said:—Gentlemen,—The report and accounts having been in your hands for some days, with your permission, we will take them as read.

The serious depression in shipping, shipbuilding and repairing continued during the whole year and up to the present there are no strong signs of improvement. Taking into consideration the conditions ruling the result of the year's working is, in our opinion, very satisfactory.

The net profit for the year, including the amount brought forward from last year's accounts, after paying all charges and allowing for all liabilities, amounts to Tls. 516,534.76. This we recommend be dealt with as follows:—

Pay a dividend of Tls. 7.50	Tls.
per share (10 per cent.)	
absorbing	414,000.00
And carry to new account	102,534.76
	Tls. 516,534.76

We trust these recommendations will meet with your approval.

We did not consider it necessary to add anything to the special reserve or depreciation funds. These now stands as follows:—

General reserve fund	Tls. 1,250,000
Depreciation fund	608,000
Maintenance fund in all departments, as usual, been charged to working account.	

A resolution to give £1,000 to the Sailors' War Orphan Fund will be put later, and we feel sure it will meet with your approval.

The alterations to the Cosmopolitan Dock were suspended during the year on account of the great depression in docking, no prospects of improvement in docking requirements for some years to come, and the high cost of timber, etc. The work will be resumed during the year.

Return of Capital.—The return of Tls. 25 per share has been made on 51,874 shares—326 shares not yet having been sent in for endorsement.

Your directors have decided to start a provident scheme for the benefit of the foreign staff of the company, the date of the establishment is to be May, 1923.

Before proposing the adoption of the report and accounts, I will be pleased to answer any questions to the best of my ability.

There were no questions, and the usual resolutions were formally carried including the following:—

Proposed by the Chairman, seconded by Mr. H. W. Lester: That the directors' report and statement of accounts made up to April 30th, 1923, as printed and circulated be adopted and passed, and that the directors be authorized to pay a dividend for the year of Tls. 7.50 per share to shareholders on the register at date.

MALAYAN COLLIERIES. DECISION IN PECK-RUSSELL APPEAL CASE.

In the Supreme Court at Kuala Lumpur, on July 23rd, judgment was given in the Peck-Russell appeal case. Sir Lionel Woodward delivered a lengthy judgment, allowing Mr. Peck's appeal. Justice Watson and McCabe concurred.

The chief defendant in the action Peck v. Russell is Mr. J. A. Russell, of J. A. Russell & Co., Kuala Lumpur. Mr. Russell is a director, and his firm are secretaries and managing agents of Malayan Collieries, Limited. Mr. F. Peck is a shareholder in that company, and he brings the action to recover profits of large amount which he alleges to have been improperly made by the chief defendant in connection with an option for the purchase of certain colliery properties in the Dutch East Indies. Mr. Peck's contention is that the option was obtained for Malayan Collieries, Ltd., and that defendant had no right to any special profit on the transaction. The defendant answers by declaring that the option was obtained by and for his firm and was sold to Malayan Collieries in the ordinary course of the firm's business.

The point on which the appeal just decided took place is subsidiary to the main issue just described. Briefly, the defendant stated that the right to sue was solely in the company; and that the company had by special resolution, decided not to take action, and that, therefore, Mr. Peck had no locus standi, but was bound by the decision of a majority of the shareholders of the company. In opposition to this, Mr. Peck contended that by reason of the defendant Russell holding or controlling a majority of shares, the company was rendered incapable of exercising its functions for protection of the interests of the independent shareholders. In the lower court, Mr. Justice Farrer-Manly found against Mr. Peck, hence the appeal.—*Strait Times.*

GOLF AND GOLFERS.

[BY "DREAMER"]

Naturally, on the conclusion of the Great War everyone was sick and tired of war, and the politicians of all nations had various ideas as to how an everlasting World Peace could be achieved. One popular idea was that international rivalry in sport would draw all nations together in a friendly spirit and help us to understand each other better. I am inclined to the opinion that this idea is a complete failure.

There has been more International ill-feeling displayed in the British Open Golf Championship, judging by reports, than one came across in war. We Britons pride ourselves on being sportsman, and so we are, in accordance with our own ideas, of what a sportsman should be; but do our ideas coincide with the codes of other Nations? Obviously, to those of us who have had experience of International rivalry in Sports, the answer is "No." Well, by continually bringing together a body of men to represent one nation against another, are we all gradually going to adopt one code of sportsmanship? Here again I say "No." The Briton is not going to give up his ideals for anybody's nor, I imagine, are the athletes of other nations. It is extraordinary how often one finds that some of the best athletes are the worst sportsman; they are so accustomed to success that when they meet with a reverse they cannot help showing their annoyance. Unfortunately, but not unnaturally, the Press draw attention to such ill-mannered behaviour and "the man in the street" who reads the reports judges the whole nation by one man, and puts them down as a thoroughly unsportsmanlike crowd for whom he has no use.

I am prompted to make these comments as a result of reading some unpleasant remarks made at Troon, after the Open Championship, by the two Americans, Hagen and Sarazen. There is no doubt that their remarks will create a lot of ill-feeling, and that is extremely hard on such good sportsmen as Olmsted, and so many other Americans who have entered for British championships. All the good these sportsmen have accomplished is undone by two disappointed men who have not learnt how to take a beating with a good grace.

Apparently, the American golfers have been disgracing the faces of their iron clubs for the purpose of putting "stop" on their ball, and the trouble arose from the fact that the governing Committee only, initiated at the eleventh hour, the use of such clubs would be banned. Hagen, after the championship had been won and lost, is reported to have said: "An alteration of clubs should not have been made at the eleventh hour; it was an unsportsmanlike thing to do." To this Mrs. Hagen added: "I am not impressed with Scottish sportsmanship."

Then we have Master Sarazen—who, we learn, took train to London 20 minutes after he had failed to qualify, apparently not a bit interested in the doings of his fellow-countrymen—saying: "They shouldn't have such autocrats at St. Andrews!"

Now all this is very foolish, and I am sure all true American sportsmen will be amongst the first to condemn these outbursts.

Let us consider Hagen's grievance. In order to have an advantage over his opponents, he wished to use a club which obviously was not in conformity with the form and make of a golf club as laid down by the Rules of Golf Committee two years ago. He was not new to British Golf; he knew that in the previous championship the ribbed club had been barred; why then, did he take any risk. He was playing in England some time before the championship, and had plenty of opportunity to enquire whether his clubs were legal or not. He must have had a doubt at the back of his mind as to whether or not he would be allowed to use them in the championship, whatever other Committees, running local competitions, may have been agreeable to. In any case, I understand that Hagen did use these clubs in other competitions, and achieved no greater success with them than he achieved in the "Open." To win it one year and finish only one stroke behind the winner the following year is a great achievement, and, whether he be British or American, the sportsman of both countries would have taken their hats off to him and acclaimed him a great golfer, instead of which the Press are deriding him for not being a sportsman. For Sarazen there is some small excuse, for he is young and has not yet learnt to control his Italian temperament.

In my opinion it would be far better if each nation held championships exclusively for its own country men. Surely it cannot be a British Championship if an American citizen is qualified to enter for it. I would far rather see our International competitions, in all branches of Sport, confined to teams representing these countries are naturally taken seriously, but not nearly so seriously as a championship, and for this reason I consider the Walker Cup an excellent idea for creating a better understanding between the two countries.

Haver's brilliant win in the "Open" does not, I am glad to see, appear to have been a flash in the pan, as he won the £1,000 tournament at Gleneagles shortly afterwards. I do not know whether present-day golf is so much more exhausting than it was in the old days, but our younger generation of champions do not seem capable of staying the course like the old ones did. Take, for instance, Duncan and Mitchell. We all expected these two men to carry on the traditions of the great "Triumvirate"; yet, after a few years they seem to have dropped from the top of the ladder and to be playing no better than the great "Triumvirate" themselves, which is good—but not quite good-enough to win Championships.

THE CHEUNG CHAU FERRY LAUNCH DISASTER.

INQUIRY RESUMED YESTERDAY.

CAPT. LOSSIUS'S EXPERIENCE ON A VOYAGE FROM CHEUNG CHAU.

The most interesting evidence given yesterday afternoon at the resumed sitting of the Government Commission into the capsizing of the ferry launch, *See Din Tai*, was that of Captain John Jacob Lossius, who described what must have been a rather exciting trip on the ill-fated launch from Cheung Chau to Hongkong during February or March of this year.

The launch capsized on July 8th at the conclusion of a voyage from Namtau to Hongkong. She had a large number of passengers on board and most of these were thrown into the water, between 20 and 30 being drowned. Commander C. W. Beckwith, R.N. (Marine Magistrate and Harbour Master), is Chairman of the Commission of Inquiry, the other members being Mr. W. Davidson (Marine Superintendent of the C.P.S.S. in Hongkong) and Mr. F. W. James (Superintendent Engineer of Messrs. Butterfield and Swire).

At the commencement of his evidence yesterday, Captain Lossius, who is a resident of Cheung Chau, was asked by the Chairman if he had often travelled by the *See Din Tai*. He replied that he did not know the name of the launch but he had recently travelled by the launch which made the scheduled evening trip to and from Cheung Chau.

The Chairman: In your opinion was she safe?

The Witness: If she had not many passengers on board she was safe enough.

Now she is allowed to carry 131 passengers. Would she have had that number on board when you travelled by her?

Not when I travelled by her.

Under ordinary circumstances she was a good launch—she was all right; quite an ordinary launch.

Did you consider she was all right in fine weather and with a moderate number of passengers on board she would be all right?

What do you mean by a moderate number of passengers?—She is allowed 131.

The witness made no reply and the question was rejected, the Chairman asking the witness what he considered to be a safe number of passengers, pointing out again that the launch was allowed 131.

The Witness: About half that number of passengers would be quite enough.

The Chairman: Was she in your opinion a "tender" launch?—It was blowing hard when I came across and she heeled over to the helm, but she was assisted by the sea.

Had you many passengers on that occasion?—Down below there were quite a number, but there were only two on the top deck.

Was that the occasion when you took charge of the launch?—

Witness replied that he did take charge of the launch on one occasion during the month of February or March of this year. There was a rough sea and the coxswains were quarrelling and nobody appeared to be in charge. The engineer came up on the deck and said there was something wrong with the boilers. The coxswains were frightened and the quartermaster was steering in the wrong direction.

The Chairman: Were you frightened?

The Witness (most emphatically): No.

You took charge of the ship, and brought her into Hongkong?—Yes, she leaves Cheung Chau at 7 o'clock in the evening after having done a trip from Hongkong.

Did she roll about?—Yes, but I kept her head to the wind. She was quite reasonable when I kept her head up, but nearly all the passengers travelled on the lee side for shelter which made it rather awkward.

This was all the evidence offered by Capt. Lossius.

THE COXSWAIN'S EVIDENCE.

The Coxswain (Chan Kun) was next called. He said he had been coxswain of the launch for seven or eight months. He had been engaged on the several runs between Hongkong and Haohoi (near Namtau) and between Cheung Chau and Hongkong daily. He carried a crew of 12. There was a quartermaster on board but no other certificated coxswain.

Coming to the day of the disaster the witness said the launch left Namtau at 9 a.m. and arrived at Hongkong about 12.30 p.m. He had between 70 and 80 passengers on board. The accountant issued tickets to them. There were about 10 passengers on the bridge. They had no baggage with them.

The Chairman: Was there much cargo on board besides the passengers?—About 50 piculs of cargo.

Asked as to the route, the witness said he used the Chia Wan Channel. He used this in preference to the Capsian Channel as there was some wind and the sea was rough. The launch did not roll much, but when they left Namtau there was a little wind and rain and the launch had a slight list. The awnings were spread and the sidescreeens were down on both sides. The proper berths of the launch was at Pottinger Street, but every day she stopped at Salt Fish Lane and then went on to Pottinger Street berth.

The Chairman: Do passengers go ashore in sampans from the launch at Salt Fish Lane?—Yes.

Have you ever had any trouble before with the launch heeling over to the side when the passengers were being disembarked?

The witness did not understand the question which was repeated, special emphasis being laid on the disembarking of passengers at Salt Fish Lane, and the witness replied he had never experienced any danger of capsizing before.

Witness went on to say that the launch had been stopped three or four minutes before capsizing. There were over ten small boats, containing several dozens of people coming out to meet the launch at the time.

Did these people come on board?—Yes, Sir.

Were people going ashore at the same time?—Yes, they were trying to do so at the same time.

Were they taking their baggage with them at the same time—their goods and their laiches?—Yes.

Why did they not go from the other side of the launch?—I ordered the men to tell the passengers to go to the other side, but they took no notice.

How long was it before she sank?—Two or three minutes. She went on one side and the wind blew and she capsized.

Did the launch seem lighter than usual on that day?—She was as usual.

How much coal did she carry?—I don't know; the engineer will tell you.

How much coal did you have in at that time. Have you asked the engineer?—I did not know.

Had the launch any ballast?—Yes, there was stone and cast iron in the forehold and aft hold.

About how much?—I do not know how much, but I know there was sufficient.

Have you seen it?—Yes.

Where were you when the launch capsized?—I was at the wheel.

Tell the Court what happened just before the launch capsized?—When my launch stopped at Salt Fish Lane many small craft came alongside and several dozens of coolies came on board. I realised the danger and shouted to them not to come on board, but they did and when they came I then shouted immediately to the passengers to go over to the other side so as to keep the launch steady. They also did not take any notice and a little while later the ship listed and some wind came and the launch went over.

Have you ever been frightened that the launch was not a good one?—I know that the launch is quite safe.

Do you remember the occasion coming from Cheung Chau when Captain Lossius took charge whilst the coxswain was quarrelling with the second coxswain and they were both very frightened and the quartermaster was steering anywhere it cannot remember.

Did the launch roll slowly and came back slowly, or did she roll quickly and come back quickly?—She rolled very quickly.

What life saving appliances did the launch have?—She had two dozen life belts and four life buoys. They were stored on the deck, some on the bridge and some on the forehold.

How many boats had she?—None.

Doesn't carry a boat of any sort?—No.

Mr. Davidson: Did she have any cargo in the holds?—No, there were only passengers there.

Were any passengers in the hold?—Yes, in the forehold, and some baggage. Did any passengers go down aft?—None—if there were there were only two or three.

The Chairman: One of the passengers has given evidence to the effect that when she was on her last trip it was very rough and the launch rolled heavily. The passengers got frightened and the men started running from one side to the other whilst the women kept amid-ship. Is that right?—The launch did roll a little and I had to order the men to keep steady.

Where was that—at Castle Peak?—Yes, about Castle Peak.

Were the passengers frightened?—They did not fear much, but when they went from one side to the other and the ship gave a little list, I had to caution them to keep steady.

Did the passengers run from one side to the other?—They did not run; they walked. They went from the windward side to the leeward side and I told the crew to tell them to keep steady.

ENGINEER'S EVIDENCE.

Ng Hoi, engineer in charge of the launch, said he had been on the launch for over five years. She carried, as a rule, about 6 to 7 tons of coal. In summer weather she burned on the voyage from Namtau to Hongkong, 2 of a ton of coal. On this occasion she had one ton on board on arrival in Hongkong. The ashes were carried in the engine room on both sides. These are dropped into deep water on the Cheung Chau trip.

The Chairman: Was the hull dry at the time of the disaster?—There was no water in the bilges.

What means have you of pumping out the bilges?—I use the donkey pump.

Had the launch any ballast?—Yes, there were stones and cast iron. I don't know how much, but the ballast has been there since the launch was bought.

Had the launch a bad list on the voyage from Namtau—worse than usual?—That day there was a little list, but nothing unusual. There was some wind and rain and the people would go to one side. There were about two tons of fresh water in the two tanks in the aft hold. The tanks carry six tons of water when full.

Have you ever had any fear that the launch was unsafe?—No, I felt it to be quite safe.

Have you any shares in the launch?—No.

After the vessel listed over what happened?—I saw the water pouring down in the engine room. I got out and the launch sank.

THE ACCOUNTANT'S TESTIMONY.

Leung Fu Wing, the accountant of the launch, said he had been on the launch for a little over a month. At Namtau he took on board between 70 and 80 passengers. He issued tickets to them. The ticket book was lost when the launch sank. There were about 70 baskets of cargo on board. He did not consider this very much. It was about the usual amount.

The Chairman: Did it strike you as purser that it was a dangerous practice to have all these people walking about the launch, getting on and going off?—In former days, the launch did not list so bad, but on that day the wind was blowing hard and the sampans all came to one side and the passengers rushed to that side.

In reply to Mr. James, witness said the passengers usually went ashore from both sides of the launch but on this day the wind was blowing hard and the sampans went to the leeward side.

The inquiry then adjourned until this afternoon at 3 p.m.

QUARTERMASTERS HANDCUFFED.

OFFICER'S ACTION THAT "MIGHT HAVE CAUSED MUTINY."

TROUBLE ON THE "HANG SANG."

Trouble on board the s.s. *Hang Sang* between the second mate and a Chinese quartermaster found a sequel at the Marine Court yesterday morning, before Commander C. W. Beckwith, when the officer concerned was found guilty of assaulting the Chinese. It was stated that the quartermaster came aboard his vessel after being away without leave. The officer called him on to the bridge, in company with another quartermaster who committed a similar offence, and immediately clapped both men into irons.

It was only on the remonstrance of the third mate that he let the two men out. The complainant in the case struggled, and it was then that the assault took place.

There were two defendants, Mr. A. B. Osmond, the second officer, and Mr. K. D. Fairfax, the third officer. The latter was found not guilty. The complainant was Ng Kee Sui.

Complainant stated that he returned to the ship at about three o'clock on Sunday afternoon last. The two officers were standing on the bridge deck, and the second officer called him up. With witness was another quartermaster, Li Kam Ling. He also was called on to the bridge deck. On arrival there the second mate told them that they had committed an offence in going ashore without leave and he would have to take them both to the captain. He thereupon fetched out handcuffs and clapped them on to both of the quartermasters. The other man he eventually let go, but kept the complainant. The third officer held him still, and the second officer assaulted him. He was given a black eye, his face was cut and he was bruised all over the body. The handcuffs were then taken off him and he was taken before the captain.

Li Kam Ling gave corroborative evidence. He stated that he did not see the third officer strike the complainant, but he did see the second officer strike him.

Osmond went into the witness-box and admitted putting them both into irons. He stated that they were only handcuffed for about two minutes, and then, on the advice of the third officer, he took the handcuffs off. Li Kam Ling had had nothing formerly against him and so witness allowed him to go. But the complainant had previously caused a good deal of trouble and so he took him along to the captain's cabin. On the way, the handcuffs being off, the quartermaster attacked defendant, and so he hit him more or less in self-defence.

The Magistrate: Would not these men come with you to the captain without all this formality of irons? You were not dealing with pirates you know?

Defendant stated that he let the men out of the irons after a very short time.

The Magistrate: Did it not seem to you a very silly and a very stupid thing to do to put men in irons for the offence of staying ashore without leave?

Defendant replied that it might have been so.

The Magistrate: Did they let you put them in irons?

Defendant: Yes, sir.

The Magistrate (sarcastically): They seemed to like it?

Defendant: They came quite quietly.

The Magistrate: Did you strike the plaintiff when he was in irons?

Defendant: No, sir.

His Worship asked the defendant whether he had ever been on a ship before where the Chinese quartermasters did not stay ashore without leave if they had no particular work to do. Is it customary on the *Hang Sang*, he asked, for the officers to start ironing their quartermasters for offences of this sort, men of some sea knowledge and experience, and men who are your petty officers?

Defendant's reply was unintelligible.

The Magistrate: How do you account for the complainant's black eye?

Defendant: I hit him after he had the irons off.

The Magistrate: What made you attack him?

Defendant: He attacked me, sir.

The Magistrate: Don't you think he was justified in attacking you after you had put him in irons?

Defendant: I don't know, sir; perhaps he was.

The Magistrate: How many blows did you deal him?

Defendant: About half a dozen.

Osmond told his Worship that the third officer did not strike or hold the complainant at all.

Fairfax, the third officer, stated that as soon as the two men arrived on the bridge the second mate put them in irons. Witness did not help him in any way, and he did not even touch either of the men. He turned to the second mate after he had handcuffed the men and asked whether he did not think it was rather silly ironing them for such an offence. He suggested that it was not worth it. The second mate agreed that perhaps he was right and he removed the irons. The man Li Kam Ling he let go, and the complainant he took to the captain. On the way witness saw there was a struggle between the two men. He thought the quartermaster struck at the officer's head.

"Struck at his head," remarked the Magistrate, thinking of the disparity in size between the two men. "Why, it would need a step ladder to reach it."

(Continued at foot of next column.)

NORTHERN GUNBOATS ATTACK AMOY.

SOUTHERN TROOPS OCCUPY BRITISH SETTLEMENT.

Cable advices reached the Colony from Amoy yesterday stating that Northern gunboats had attacked Amoy on Monday; that Southern troops were occupying the British settlement and not allowing anyone to land, and that the British Consul had been fired on in attempting to land.

It is stated that the British Naval Authorities have been asked to despatch gunboats for the protection of the settlement.

THE SOOKUMPO STABBING OUTRAGE.

TWO CHINESE MOTOR DRIVERS CHARGED.

In connection with the stabbing outrage at Sookumpo Valley on July 26th when an Indian watchman, employed by Messrs. A. S. Watson & Co., was stabbed in the chest by one of three Chinese who had engaged him in conversation, the police have arrested two Chinese. They were brought before Mr. J. R. Wood, yesterday, and charged with attempted murder, or, in the alternative, with maliciously assaulting the Indian.

Sub-Inspector Cockle, in outlining the case, said it was alleged that the two defendants and another man, not in custody, met the Indian watchman at about the junction of the Shaikwan Road, but the exact locality could not be stated at the moment as the complainant was still in the French Hospital in a serious condition. It was alleged that during the conversation which took place later the first defendant struck the Indian on the chest with a dagger, and from enquiries made by the police it was found that this man owed the Indian the sum of \$7. Inspector Cockle said that the dagger, which was produced in Court, was taken from the Indian's chest after he had been admitted to hospital.

A formal remand was asked for, the Inspector informing the Magistrate that the Crown Solicitor would appear for the next hearing of the case.

Mr. A. E. Hall, appeared for the defence, said that his case was quite a simple one; it would be that of *alibi*. He asked if the defendants might be allowed out on bail.

Mr. Wood said that the question of bail would have to be referred to the Captain Superintendent of Police. In the meantime he would grant a week's formal remand.

A QUIET LITTLE GAME OF PAIKAU.

Three men at the Magistracy yesterday pleaded "guilty" to a charge of gambling, stating that they were having a "quiet little game of paikau." Another man appeared in the same case but in addition to being charged with gambling he was charged with keeping a gambling house.

The Magistrate pointed out to the defendants that they had the benefit of the advice of Mr. Russ who was apparently retained for the defence.

Mr. Russ intervened with the remark "They have not the benefit of my advice. I only appear for the first defendant."

The Magistrate: Does your client plead "guilty"?

Mr. Russ: If my client had been charged with playing a quiet little game of *paikau* only, I think he would have pleaded "guilty," but a charge of keeping a gambling house is much more serious.

The three men, who pleaded guilty to a charge of gambling, were fined \$2 each and at the request of Mr. Russ the case against the first defendant (Mr. Russ' client) was adjourned.

Mr. C. Webb, chief officer of the *Hang Sang*, stated that he was ashore at the time the incident happened. It was the duty of the second officer to regulate the comings and goings of the quartermasters. Osmond appeared to him to be a very capable officer, and his handling of the men had always been all that could be desired. Witness went on to say that the complainant had caused a good deal of minor trouble one way or another while he was on the ship, and on the day of the assault he came on board and asked to be paid up and allowed to go. Witness told him that this was ridiculous since his articles did not expire for another month. He believed Osmond had been with the firm for about three years.

The Magistrate remarked that there had been a good deal of hard lying. He believed the complainant had lied with regard to Mr. Fairfax's alleged part in the assault on purpose to make his own case stronger. He was satisfied that Mr. Fairfax had actually nothing to do with the assault in any way whatsoever. Therefore he dismissed the case against him.

"I consider," continued his Worship, "that the second officer acted in a stupid and childish manner in putting the plaintiff and his witness in irons for being absent without leave. By so doing he might easily have caused a mutiny in the ship. According to his own statement he caught the plaintiff and struck at him when he was out of the irons. I find the second officer guilty, and taking into consideration his previous good character I simply order him to pay \$200 compensation to the complainant, and \$70 fine, with the option of one month's hard labour."

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NEW ADVERTISEMENTS

BRUNNER, MOND & CO. (CHINA), LTD.
I HAVE TO-DAY resumed Charge of the Company's interests in South China.
 G. F. HASLAM,
 Divisional Manager.
 Hongkong, 1st August, 1923. [1110]

THE PROMENADE CONCERT on the VOLUNTEER PARADE GROUND, postponed from last Friday will take place on FRIDAY, the 3rd AUGUST, at 9.15 P.M. Tickets (\$1.00 each) may be obtained from the ANDERSON MUSIC COMPANY or VOLUNTEER HEADQUARTERS. [1120]

THE ROYAL HONGKONG GOLF CLUB
REMINDER

COMPETITORS wishing to have Tiffin at HAPPY VALLEY on AUGUST 2nd and 3rd, must give their Names to No. 1, BOY, HAVY VALLEY, not later than FRIDAY NEXT.
 If the Meeting is postponed on account of Bad Weather, Tiffin will be automatically cancelled.
PERCY SMITH, SETH & FLEMING,
 Secretaries & Treasurers.
 [1121]

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 For Terms apply to
Mrs. J. J. BLAKE,
 Manageress.
 [1119]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM NEW YORK VIA MANILA

CONSIGNEES per Company's Steamer

"WYSON"
 are hereby notified that the Cargo will be discharged into the Wharf, Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 31st July.
 Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
 All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the free storage period.
 No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 6th Aug. will be subject to rent.
 All Claims against the Steamer must be presented to the Underwriter on or before the 25th Aug. or they will not be recognized.
BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 31st July, 1923. [1119]

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

IN THE MATTER OF THE HONGKONG LAND INVESTMENT AGENCY COMPANY, LIMITED.

IN THE MATTER OF THE HONGKONG COMPANIES ORDINANCES, 1911-1921.

NOTICE IS HEREBY GIVEN that a Petition was on the 17th day of July, 1923, presented to the Supreme Court of Hongkong, by the above-named Company to confirm an alteration of the said Company's objects proposed to be effected by a Special Resolution of the said Company unanimously passed at an Extraordinary General Meeting of the said Company held on the 3rd day of May, 1923, and subsequently unanimously confirmed at an Extraordinary General Meeting of the said Company held on the 25th day of May, 1923, and which Resolutions were as follows:—
 "That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as shown in the printed form for the purpose of indentification by the Chairman of this Meeting."
AND NOTICE IS FURTHER GIVEN that the said Petition is directed to be heard before His Honour the Chief Justice on THURSDAY, the 2ND DAY OF AUGUST, 1923, at 11 O'CLOCK in the Forenoon, and any person interested in the said Company whether as Creditor or otherwise desirous to oppose the making of an Order for the confirmation of the said alteration under the above Ordinance should appear at the time of hearing by himself or his Counsel for the purpose, and to file with the said Chief Justice a copy of the said Petition to be furnished to any person requiring the same by the undersigned, the said Company's Solicitors on payment of the regulated charges for the same.
 Dated the 30th day of July, 1923.
DEACON, HARTSON & SHENTON,
 1, Des Vaux Road Central, Hongkong.
 Solicitors for the said Company.
 [1098]

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Paper to send Home.

INTIMATIONS

NOTICE OF REMOVAL.

THE OFFICES of the "HONGKONG DAILY PRESS" have been removed to 1A, CHATER ROAD (3rd floor), to which Address all Correspondence should be directed.
 Hongkong, 16th July, 1923.

G. R.
PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on TUESDAY, the 7th day of August, 1923, at 3 p.m., at the Office of the Public Works Department by Order of His Excellency the GOVERNOR of three Lots of CROWN LAND at Ho Man Tia in the Colony of Hongkong for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOTS

No. of Lot	Boundary Measurement	Area	Annual Rental	Upset Price
1	As per plan.	66,000	45	14,500
2	do.	22,000	15	5,000

THE HONGKONG CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of ONE DOLLAR per Share for the Six Months ending 30th June, 1923, will be PAYABLE on WEDNESDAY, 8th AUGUST, on which date Dividend Warrants may be obtained on application at the Company's Office. The TRANSFER BOOKS of the Company will be CLOSED from Thursday, 26th July, to Wednesday, 8th August (both days inclusive), during which period no Transfer of Shares can be registered.
 By Order of the Board of Directors,
JOHN ARNOLD,
 Secretary.
 Hongkong, 10th July, 1923. [1060]

NOTICES TO PUBLIC.

"SARPEDON" @ U.K. ARRIVED 8.7.23.

NOTICE IS HEREBY GIVEN that Original Consignment Bill of Lading No. 52 covering Shipment of

1 Case VELVET is said to have been LOST and is therefore declared null and void.

BUTTERFIELD & SWIRE,
 Agents,
 O.S.S. Co., Ltd., & C.M.S.N. Co., Ltd.

Hongkong, 31st July, 1923. [1191]

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[1077]

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CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 28th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd prox. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 12th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd prox. at 10 a.m., by our Surveyors, Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.,
 Agents.

Hongkong, 28th July, 1923. [1041]

INTIMATIONS

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The Daily Press.

HONGKONG, AUGUST 1st, 1923.

THE CHINESE POST OFFICE.

The Report on the working of the Chinese Post Office during the year 1922 records decreases of 51 millions, 91 millions and half a million, respectively, in the quantities of ordinary, registered and express articles posted, as compared with the figures of 1921—representing a total diminution of barely 31 per cent.

"Yet," says the Report, "when allowance is made for, roughly, ten million covers of free 'On Service' correspondence omitted from the statistics this year, and for the fact that in past years discrimination between the mail matter posted at sub-offices, and that posted at their controlling head offices has not been so fully insisted upon, the final result probably represents an increase in mail matter handled, but one so small as to be a negligible accession in a turnover of 400 millions." It is all explained by the euphemism that "the state of the country was generally propitious for postal expansion." In consequence of this "the thought and effort so fully expended in recent years upon inland extension and local mail ameliorations were turned in 1922 in large measure to the improvement of staff conditions."

The year 1922 was unfavourable to the postal business in most districts, and we are told that, to a large extent, the financial situation was saved by increase in parcels posted, and especially by the enhanced money order business which continues to grow rapidly. This statement does not appear to apply to the Province of Kwangtung, where there was a considerable decrease in the number of parcels posted—a feature which is quoted in explanation of the decrease shown in the number of money orders cashed during the year, though the number issued

shows an advance. "Not in any previous year," says the Report, "has Kwangtung been in a state of more continuous turmoil whereby trade was adversely affected." We are reminded that early in the year, the seamen's strike paralysed trade for almost two months, for during this period all local shipping on the China Coast was entirely suspended. Following the settlement of the strike, political dissension arose in April and was prolonged until August. Then came the disastrous typhoon that swept over Swatow and the neighbourhood, resulting in enormous loss of life and depopulation of business. Yet the compiler of the Report tells us that "all these things considered, the financial results for the year were not unsatisfactory." But how very much more satisfactory they would have been had peace and order prevailed! It is recorded not only that the parcel business with Kwangsi province was occasionally suspended during the year, but that "a great number of parcels posted in Kwangtung (Fatsan) for places in Kwangsi were lost as the result of brigandage and piracy in Kwangsi." These losses and adverse conditions, the Report tells us, had a serious effect upon the Fatsan parcel business to Kwangsi, as the merchants suffered considerably during the year. It is noticed that, owing to these causes and the continued interruption of the motor boat traffic on the West River above Wuchow, the merchants, who formerly forwarded their parcels to Nanking and places beyond through the post, are now forwarding them by boats to Pakhoi, and then by private couriers to destination. That, of course, means a prolonged, if not permanent, loss of post office business. The record for the year 1923 so far as Kwangtung and Kwangsi are concerned is not likely to make more cheerful reading.

It is marvellous what progress the Chinese Post Office has made generally in spite of the unrest and turbulence that have marked the Republican regime almost from its inception. There was, for example, an increase of 3,500 miles last year in the major courier lines and nearly as great an increase in the minor courier lines. The long-contemplated extension of postal communication to Kokoanor (Taishan) was made during the year. The revenue for the year amounted to \$17,100,719; the working expenses to \$13,256,358. Capital expenditure, amounting to nearly two million dollars, was met out of revenue, and the Post Office repaid advances to the postal service made by the Customs amounting to \$627,836, and remitted to the Ministry of Communications for railway transport of mails and various expenses connected with postal service a total sum of \$853,000. Given settled conditions in China the Post Office should become a highly remunerative State institution.

The promenade concert on the Volunteer parade ground is now announced for Friday evening next.

Mr. G. F. Haslam, Divisional Manager for Brunner, Mond & Co. (China), Ltd., announces that he has resumed charge of the Company's interests in South China.

In connection with the Golf competitions at Happy Valley on Sunday and Monday next a notification appears among to-day's advertisements respecting tiffin arrangements.

A great cloud of locusts darkened the sky over Peking recently flying from the south-west to the north-east. The swarm lasted in varying densities from about four until six o'clock.

A Coroner's Inquiry into the circumstances surrounding the tragic death of Miss E. A. Carl, whose body was recovered from the harbour on Monday, is to be held on Thursday afternoon.

The new six-storied hotel in Hankow Road, Kowloon, to be known as the Kowloon Hotel is to be opened on September 1st under the management of Mrs. J. J. Blake. An announcement appears among to-day's advertisements.

The Colonial Secretariat communicated to us the following information received through His Britannic Majesty's Consul-General, Manila:—"Passengers from Hongkong not provided with a certificate of recent vaccination must be vaccinated by the ship's doctor or by the quarantine authorities in Manila."

The Sanitary Board met at their offices in Post Office Buildings, yesterday afternoon. The chair was taken by Mr. G. H. Sawyer, whilst those present were Dr. W. W. Pearce, Mr. C. G. Alabaster, Mr. S. W. Tai, Mr. Wong Kwong Tin, and the Secretary, Mr. J. A. Fraser. Only routine business came before the Board.

It is reported that a white elephant has been captured at Prachin, and will shortly be sent to Bangkok. The exact colour is that of a new earthen pot. In southern Siam, says the Bangkok Times, the people say that in the jungle the colour of the white elephant is as white as cotton; by the time it reaches Bangkok it is the colour of leather; and in Bangkok it looks like very old leather indeed.

It is understood that efforts are being made to obtain the release of Mr. Weatherbe, who was walking from Burma to Peking. The provincial authorities of Yunnan have instructed the officials at Likiang to despatch a colonel and 100 troops to effect Mr. Weatherbe's release, but the authorities have been instructed to employ peaceful methods, which means that they will have to pay the ransom demanded.

At a tiffin party given by the heads of departments of Messrs. Arnhold Bros., Ltd., at Shanghai, last week, Mr. J. S. S. Cooper, one of the company, was presented with a piece of plate on which the signatures of his hosts were inscribed. Mr. Cooper is to be married at the Cathedral in Hongkong on August 2nd to Miss Norah Grant. Mr. Cooper, who recently returned from long leave, became acquainted with his fiancée during his holiday, and is coming to Hongkong to meet her.

The Medical Officer of Health's return for the week ending the 28th ult. shows the number of cases of notifiable diseases reported during the week as follows: four cases of plague in Kowloon; six cases of small-pox, five being in Victoria and one in Kowloon; one case of diphtheria in Victoria; five cases of enteric fever, four of which were in Victoria and one in Kowloon; one case of paratyphoid in Stanley and one case of puerperal fever in Victoria. All the cases are Chinese with the exception of the paratyphoid case this patient being an Indian.

The case in which a boy was kidnapped and taken out of the Colony and sold in Chinese territory for \$87 was again mentioned at the Magistracy, yesterday morning, when the three defendants who are charged with the crime appeared on remand before Mr. C. D. Melbourne. Sub-Inspector Reynolds explained that the boy had not yet been recovered. The boy's uncle had gone into Chinese territory with money to try and buy him back. If they could not get him back he would have to ask his Worship to commit the defendants. Mr. Melbourne said he was quite prepared to grant another formal remand, if necessary, in the hope of the boy being recovered in the meantime. The case was again formally remanded.

THE "D.P." IN A NEW HOME.

The Hongkong Daily Press, Ltd., has removed from the premises in Des Vaux Road which it has occupied for the past twenty years. The town office of the paper is now at No. 1A, Chater Road (next to the Cable Company's building), while the plant and machinery have been transferred to commodious premises purchased by the proprietors in the eastern part of the City, with frontages on the Praya and Percival Street.

V.R.C. SWIMMING FETE.

The third night swimming fete organized by the Victoria Recreation Club was held yesterday evening. The event, like its predecessors this season, proved a great success, and attracted a large number of people. The energetic secretary, Mr. R. C. Wicheil, is to be congratulated on the success of the evening, and the smoothness with which the events went off. Judging by the excellent times shown in the races the Club is as full as ever of first class swimmers. When the swimming was over dancing was held and carried on till midnight.

Following were the Officials:—Competitors' Stewards.—Mr. R. H. B. Mitchell, Mr. P. W. Ramsay, and Mr. S. A. Marcal.

Starters.—Mr. A. A. Alves, Mr. R. C. Wicheil, and Mr. G. W. Sewell.

Time Keepers.—Mr. A. E. Alves, Mr. T. Meek, Mr. G. T. May, Mr. J. Lyon, and Mr. E. T. Crocker.

Hon. Treasurer.—Mr. A. E. S. Alves.

Hon. Secretary.—Mr. R. C. Wicheil.

The results of the races were as follows:—Ladies' High Dive.—Miss R. Kitchell, 83 points; Miss Gladys Hume, 82 1/2 points.

Running Dive from Springboard.—1st, A. Duncan; 2nd, T. L. Knight.

Girls' Two Lengths Handicap.—1st, Miss E. Anslow, 51 seconds; 2nd, Miss Pathyjoia, 45 2/5 seconds.

Challenge Team Race, Services.—1st, H. G. A., 84 3/5 seconds.

Two Lengths Scratch Race, Open.—1st, D. Lyon, 27 2/5 seconds; 2nd, B. Rasmussen, 27 3/5 seconds.

Boys' Four Lengths Handicap.—1st, Pearce, 77 3/5 seconds; 2nd, W. Tiffery, 81 2/5 seconds.

Final Two Lengths Handicap for Members.—1st, P. Assumpcao, 20 4/5 seconds; 2nd, B. Rasmussen, 20 4/5 seconds.

Mixed Nomination Race.—1st, Miss M. Blunden and Mr. B. Rasmussen.

Team Race for Members.—1st, G. A. Jack's team.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]
THE ILLNESS OF PRESIDENT HARDING.
CONDITION STILL SERIOUS.

SAN FRANCISCO, July 30th.
A bulletin issued this evening says that President Harding, except for weakness and restlessness, had a fairly comfortable day, though his condition is still serious. His temperature was 100.6; pulse 125; respiration 44 and somewhat irregular. There was some cough with congestion of one lung. The patient had taken some nourishment.

PHYSICIANS' GRAVE REPORT.

LONDON, July 30th.
President Harding's physicians, state that his condition is grave. Definite patches of broncho-pneumonia have developed on the right lung.

PRESIDENT REMAINS CHEERFUL.

SAN FRANCISCO, July 30th.
A physicians' bulletin, issued late this evening, after a consultation, says that the broncho-pneumonia patches are indicated clinically and by the X-ray photograph; nourishment is being taken and the abdominal symptoms are less noticeable and "while the President's condition is grave, he is temperamentally well adapted to make a strong fight against infection; pulse, temperature and respiration are about the same as at the time the previous report was issued."

The President's personal physician, General Sawyer, said that pneumonia was the complication he had feared most, for, he stated, "We are running with a very handicapped machine." All the complications that had been discovered had united in increasing the strain on the heart.

President Harding is cheerful and General Sawyer said that when he told the patient he desired to take an X-ray photograph of his chest, he replied, "Come on, I've nothing to conceal."

EARLIER CABLES.

ATE CRABS IMPREGNATED WITH COPPER.

SAN FRANCISCO, July 30th.
President Harding's personal physician, General Sawyer, says his illness is due to crabs he ate aboard the ship before he arrived at Vancouver. The doctor is of opinion that the deposits of this metal lying along the shore. The President seemed to be recovering until he reached Seattle, where a strenuous programme aggravated his disorder.

LATER.
A bulletin issued by General Sawyer at 11 a.m. states that Mr. Harding had a fairly comfortable night. His condition is acute. He overstrained his cardiovascular system by carrying on his speaking engagement while ill. General Sawyer states it will be necessary for the President to have complete rest during the period of his acute symptoms. According to a bulletin issued at nine o'clock in the morning, Mr. Harding's temperature was 101 degrees Fahrenheit, his pulse 118 P.E. and respiration 33.

LATEST CABLES.

U.S. IMMIGRATION.

NEW BILL TO BE CONSIDERED BY CONGRESS.

LONDON, July 30th.
Mr. Davis, the United States Secretary of Labour, interviewed by Reuters, said that the new Immigration Bill he had been drafting for presentation to Congress would provide for the selection of immigrants, before they leave their homes.

"SAVAGE RACE" OF FOURTEEN IMMIGRANT SHIPS.

New York, July 30th.
Fourteen vessels, carrying hordes of immigrants, are "jockeying at sea for a position from which they hope to reach the quarantine station in the quickest possible time after midnight on Tuesday. Five of these vessels are British, two American, three Italian, and one each German, Norwegian, French and Spanish.

Mr. Curran, Immigration Commissioner, in denouncing the "savage race" declared that the shipping companies must know that thousands of aliens would be turned back. Fourteen thousand immigrants would enter the harbour within half-an-hour of the opening of the August quota, and eight quotas are already exhausted including Palestine, Syria, other Asia, and Egypt.

HOME POLITICAL SENSATION

TWO NATIONAL LIBERALS JOIN CONSERVATIVES.

LONDON, July 30th.
The latest political sensation reported is that Captain H. A. Evans (National Liberal) and Rt. Hon. C. H. Roberts (National Liberal) have joined the Conservatives.

LATEST CABLES.

GERMAN REPARATIONS.

FRANCE STILL HOPING FOR BREAKDOWN OF GERMAN RESISTANCE.

PARIS, July 30th.

Among the views and forecasts regarding the reparations situation, the French reply comes in for a deal of discussion by the newspapers.

The *Journal* says the reply affirms, in the most precise terms, the essential points of the French thesis, namely, that France's minimum requirement of fifty per cent. of the fifty milliards and marks of bonds A and B, for the restoration of her share of the eighty-two milliards gold marks of C bonds, as compensation for the cancellation of her debts to the Allies. The newspaper declares that the French Government continues to discountenance the fixing of Germany's paying capacity and the mode thereof, at least for the present.

The *Echo de Paris* anticipates that the proposed conference scheme will be fruitless in results, while other newspapers evidently regard the German resistance in the Ruhr area as likely to breakdown very shortly, which would hasten the march of events.

EARLIER CABLES.

THE REPLY TO THE GERMAN NOTE.

LONDON, July 30th.

Replies from France and Belgium to the British communication on reparations are expected immediately. Meanwhile Mr. Baldwin informed Mr. Ramsay MacDonald in the House of Commons that for the moment he was unable to state if any publication were possible, because he was afraid the reply would only be a continuance of negotiations.

PARIS, July 30th.

It is semi-officially stated that the reply will be a joint one, as modifications in the texts have been mutually accepted.

LONDON, July 30th.

Marquis Curzon this afternoon conferred successively with the Italian, Belgian, German and French Ambassadors on questions relating to the reply to the last German Note. It is understood that the German Ambassador's visit was not connected with any fresh German proposal, but related to the present German political and economic situation in Germany. It is also understood that the French and Belgian Ambassadors left written replies to the British Note, which are not identical, as stated earlier, but differed on certain points. Marquis Curzon merely intimated that he would submit the replies to the Cabinet tomorrow.

BREXEL, July 30th.

It is semi-officially stated that the Belgian reply addresses unrestrictedly to the principles that the Ruhr shall be evacuated on condition of the payment of reparations, and negotiations shall only begin when passive resistance shall have ended. The reply further refers to the "technical considerations" with regard to reparations recently circulated to the Paris, London and Rome Cabinets, and submits additional considerations in that connection. Public circles in Brussels are of opinion that the reply contains the elements of a constructive plan.

POINTS OF THE BELGIAN REPLY.

LONDON, July 30th.

It is learned that the Belgian reply favours the proposal to appoint a committee of experts to advise the Reparations Commission in assessing payments to be demanded from Germany, and also makes suggestions for the evacuation of the Ruhr proportionately with Germany's future payments.

It is rumoured in French semi-official circles that a very pessimistic impression has been created on the British Government by the French and Belgian replies.

GERMANS STUBBORN AT COBLENCE.

REFUSAL TO TRANSMIT ALLIED OFFICIAL TELEGRAMS.

COBLENCE, July 30th.

The central post office spire has been closed by order of the representative of the inter-allied high commission for the palatinate, owing to a refusal by the postal administration to transmit official telegrams sent by the Allied authorities. Seven officials have been expelled.

RHINELAND SEPARATISTS IN CONGRESS.

PARIS, July 30th.

A message from Coblenz states that Doctor Dorten, speaking at a congress of Rhineland separatists, at which there were seven thousand delegates, said the Rhinelanders wanted peace with France, but not annexation. The congress passed a resolution condemning the Pussian policy of revenge.

AMNESTY FOR BAND RIOTERS.

PRETORIA, July 30th.

The Cabinet has decided to grant an amnesty to persons sentenced to imprisonment up to five years in connection with the Rand disturbances. This covers the majority of the convictions in connection with the riots. Only a few, including one life sentence, are not affected.

OBITUARY.

SIR CHARLES HAWTREY.

LONDON, July 30th.

The death has occurred of Sir Charles Hawtreys, the well known and successful actor-manager. His chief successes were with "A Message from Mrs. W." and "The Private Secretary." He was educated at Eton, Rugby, and Oxford.

LATEST CABLES.

CLOUD-BURSTS IN AMERICA.

SERIOUS POSITION OF MARYLAND RESIDENTS.

BALTIMORE, July 30th.

A number of cloud-bursts which occurred yesterday afternoon caused the Patuxent River to overflow, sweeping bridges and buildings before it and in various districts driving families from their homes. The damage is estimated at millions of dollars. Mills and power plants have been flooded and the machinery wrecked. Entire sections of the railway have been destroyed.

In Carroll County, hundreds of houses have been completely covered. Sykesville, Woodlawn and other towns have been badly damaged.

QUEEN OF HOLLAND RETURNS HOME.

LONDON, July 30th.

The Queen of Holland has departed from Folkestone for Holland.

EARLIER CABLES.

AMERICAN SQUADRON AT GIBRALTAR.

GIBRALTAR, July 31st.

The United States midshipman practice squadron, consisting of the battleship *Arkansas*, the flagship of Rear-Admiral Scates, the *Albatross*, *Florida* and *North Dakota* with a personnel of three thousand men and 1,700 midshipmen, has arrived to participate on August 2nd in the unveiling of a memorial to the United States navy men fallen in the war.

All the battleships mentioned, except the *North Dakota* served in the American squadron attached to the Grand Fleet in wartime, and now form the battleship division of the scouting fleet. They are at present detached for an instructional cruise for 1,700 midshipmen from the United States Naval Academy.

LABOUR CONDITIONS IN SAMOA.

INDENTURED LABOUR TO BE ABOLISHED.

WELLINGTON, N.Z., July 30th.

In order to remove objections with regard to the existing form of contract and in order to improve the conditions of labourers in Samoa, the New Zealand Government has decided to abolish the indentured system and substitute a system of free labour, subject to certain safeguards. The labourers will be repatriated on the expiry of their stipulated period of residence.

BOXING CONTESTS.

ENGLISHMAN WINS BANTAM-WEIGHT TITLE.

LONDON, July 30th.

At the Albert Hall in a twenty round bout for the bantamweight championship of Europe, Butler Lick, of Plymouth, won on points over the holder, the Frenchman Charles Lenoir.

Lenoir crashed and bowed in continual, but was generally met with stiff up-purrs and left and right hooks. Lenoir was twice felled for hurting. In the second round Lenoir was shaken by a heavy left to the right jaw but Lenoir thereafter sagged clearly with a good variety of blows and established a commanding lead in points. Lenoir was always dangerous, however, with hurricane punches and left and right swings. Towards the end he tried his hardest to knock out his opponent, but Lenoir cleverly eluded and won by a good margin.

WELSH MIDDLEWEIGHTS' VICTORY.

In the ring in London in a twenty round contest, Frank Moody, the Welsh middleweight, beat George Cook, the Australian heavyweight champion, the latter retiring in the fourteenth round.

KID LEWIS DEFEATED.

In a twenty rounds contest in the Albert Hall, the middleweight Anzie Ratner (American) defeated Kid Lewis on points.

It was a keen and close struggle, but rather uninteresting at times, owing to the continual clinches. Lewis was most anxious to get to close quarters and the referee was very busy paring the men. Ratner generally did better long-range work, landing good lefts and rights to the head and straight lefts to the face. Lewis attacked fiercely and in infighting occasionally sent hard punches to the stomach. In the fourteenth round, he opened a cut over Ratner's left eye, but the American was not seriously injured. Both fought their hardest, Ratner just gaining the verdict.

TENNIS.

DAVIS' CUP AMERICAN ZONE CONTEST.

MONTREAL, July 30th.

In the Davis Cup contest Shimidzu beat Rennie, 6-2, 6-3, 6-0.

ORANGE, N.J., July 30th.

Hawkes (Australia) beat District (Hawaii), 6-3, 3-1, 6-1. Australia thus win the tie by 4-0 to one matches.

Rekwood beat Scheitinger, 6-4, 4-6, 6-1, 6-4. Australia now meet Japan in the American zone final.

DAVIS CUP EUROPEAN FINAL.

DEZVILLE, July 30th.

In the Davis Cup singles, De Gomar beat Blancy, 6-2, 2-6, 6-2; and Lacoste beat Flaqueur, 6-1, 6-3, 6-3.

REMARKABLE JAPANESE SUCCESS.

MONTREAL, July 30th.

Fukuda beat Grötker, 6-2, 6-3, 6-2. Japan thus securing all the five Davis Cup matches.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

THE CHAOS IN CHINA.

FEDERATION OF BRITISH INDUSTRIES FAVOURS CONFERENCE OF POWERS.

LONDON, July 30th.

The Federation of British Industries has written to Lord Curzon, drawing his lordship's attention to a resolution adopted by the Federation overseas committee, which strongly urges the Government to take the initiative by calling, at the earliest possible moment, a conference of the Powers who are signatories to the Washington Convention, in order to consider what steps should be taken to restore order in China.

The Federation, in referring to the proposal for a foreign officers' gendarmerie, remarks that it is now clear that the situation in China calls for more than merely protective measures.

SINGAPORE NAVAL BASE.

NECESSARY TO DEFENCE OF AUSTRALIA.

MELBOURNE, July 30th.

In the House of Representatives, Mr. W. M. Hughes, criticising Mr. Bruce's (Prime Minister) recent pronouncement, said that Australia could only be defended with Great Britain's aid. Australia's contribution should be generous, but the Singapore base must be supported, but he alleged that Mr. Bruce had failed to say so.

JAPAN AND SINGAPORE.

OFFICIAL DENIAL OF RECENT REPORT.

LONDON, July 30th.

The Government was again heckled in the House of Commons on the Singapore scheme by its opponents. Replying to Mr. G. Lambert, Mr. Baldwin said it had been officially denied that Count Lenoir had stated that the new base conflicted with the spirit of the Washington Treaty. The British Government did not consider that any useful purpose would be served by raising a discussion with the Japanese Government on the subject. He reiterated that during the Washington Conference Britain had made it clear that it reserved the right of action at Singapore. All the other Governments concerned fully understood this. He had not seen the alleged statement by a Japanese Minister that owing to the proximity of the Singapore base Japan would have to take special defensive measures.

THE STRAITS LOAN.

HIGH FLOATING COSTS CRITICISED.

LONDON, July 30th.

In the House of Commons, Mr. Albert Bennett declared that the cost of floating the recent Straits Settlements loan were nearly seven hundred thousand pounds sterling. The Crown Agents were receiving two hundred thousand dollars. He urged the reduction of such expenditures in similar cases in the future. Capt. Ormsby Gore replied that the actual costs of flotation of the two instalments, per hundred pounds sterling, were respectively 75 shillings eight pence and 43 shillings two pence. He added that the Straits Government had expressed its appreciation of the excellent arrangements. The Crown Agents' commission payable to the Crown Agents, namely a quarter per cent, seemed very reasonable and had been approved for loans on behalf of the Colonies generally.

SOVIET SPECIAL MISSION TO CHINA.

REVAL, July 30th.

A message from Moscow states that the Soviet Government has appointed Mr. Karakhan head of the special mission to China. According to the *Izvestia* there is no intention of recalling Mr. Joffe from Tokyo, unless Japan causes a breakdown of negotiations by refusing to make further concessions.

JAPAN'S PACIFIC MANDATES.

"SOME RESERVATIONS" IN THE COMMISSION'S REPORT.

LONDON, July 30th.

The *Manchester Guardian's* correspondent at Geneva says that although the general impression was favourable the Permanent Mandates Commission has resolved to make some reservations in its report to the League of Nations council on certain points of the Japanese administration of some mandates over islands in the Pacific.

HOLLAND'S REPRESENTATIVES FOR LEAGUE ASSEMBLY.

THE HAGUE, July 30th.

The following have been selected to represent Holland at the fourth session of the assembly of the League of Nations at Geneva on September 3rd—Doctor London, the Minister to Paris, Doctor Severin, the Minister to the Vatican, and Doctor Eysinga, Professor at Leyden University. The following have been chosen as deputies—Count Limburg, a member of the States General, and Professor Francois, head of the League of Nations section in the Foreign Ministry.

INTERNATIONAL CONFERENCE ON LEPROSY.

PARIS, July 30th.

The Minister of Hygiene has inaugurated an international conference on leprosy, to be held at Strasbourg.

THE MISSIONS TO SEAMEN IN HONGKONG.

REPORT FOR 1932.

The Rev. G. T. Whitegrave, M.A., Chaplain, and Superintendent of the Missions to Seamen in Hongkong, writes in his annual report—

UNEMPLOYMENT.

All through the year the unemployment in shipping circles has been felt. Of course not so keenly as at Home where the unemployed include thousands of men of the highest character and professional capacity, but all the same keenly enough to cause anxiety. During the war many men not of the best type got positions in ships which they have since lost through continued intemperance, and now with the influx of reliable men from Home and elsewhere looking for work and owing to the bad reputations they have individually made for themselves these men are unable to find any work at all. Meanwhile the Companies, holding all "the trump cards," are insisting on getting the best type of officer and man obtainable, with considerable success, and with the result that seafarers on the China Coast now have a chance to abolish for good the hitherto notorious reputation attached to the name of the sea community of the "Coast."

CHARITY ORGANISATIONS.

It is the continual endeavour of the Missions to Seamen in Hongkong and elsewhere to assist the men who are continually getting stranded "on the beach," through intemperance and kindred causes, to regain their full manhood and self-respect. Here we have kept many of them gratuitously at the Institute on the understanding that if they obtained employment, they would do their best to repay at least some of the financial debt.

This assistance however, has been and is frequently abused, and when we found that men receiving help here were begging from other Charities "in order to pay their debts," and then spending the money so obtained on drink and that in many cases there was more than a suspicion that some of these men were actually robbing one another, we were forced to cease giving credit without reliable guarantee or security and at the same time to draw the attention of the Colonial Government to the waste of money caused by overlapping of Charities. The result was the formation of the General Charities Organisation with the Chaplain as Honorary Secretary for the purpose of avoiding overlapping and of ensuring that each case would be treated on its merits. The result of this has been on the whole satisfactory, but even now closer co-operation is needed to make the scheme a real success. We take this opportunity of pointing out that if anyone in this Colony is approached by men soliciting assistance in cash or otherwise, unless they have personal knowledge of the applicant, they should refer him, with a bit if possible, to the Chaplain, the Seamen's Institute, who will look into the case, and if it be found deserving will refer it to the suitable Charity or Organisation. Female cases are dealt with by the Ladies' Benevolent Society. In the statement of the financial position of the Missions to Seamen in Hongkong, an item will be noticed under the heading "Bad Debts and Charity." This item amounts to more than \$1,700. Of this at least \$1,000 could have been repaid had the recipients of the "Charity" played the game.

DEPARTURES AND ARRIVALS.

Items of more particular interest to the Missions to Seamen in Hongkong were many. Several very good friends of the Society left the Colony during the year. The late Commander-in-Chief, Admiral Sir Alexander Duff, K.C.B., K.C.V.O., R.N., always showed most sympathetic interest in the efforts of the Society, and the Chaplain personally owes him a very deep debt of gratitude. We give a warm welcome to his successor, Admiral Sir A. Leveson, K.C.B., R.N. Our Vice-Chairman, Commodore W. Bowden-Smith, C.B.E., R.N., and Mr. Bowden-Smith were always ready to lend a hand and frequently entertained the officers at tennis on the Courts in the R.N. Dockyard. Capt. E. R. G. R. Evans, C.B., D.S.O., R.N., was another friend we lost. He has always been interested in the welfare of the Society, and only here but at Home and on the Continent has substantially assisted the pressing financial needs of our stations. We much regret that our Honorary Treasurer, Mr. G. M. Dodwell, has had to go home owing to ill-health. We wish him a speedy and thorough recovery. Commodore J. E. Grace, R.N., has joined the Committee as Vice-Chairman. He and Mrs. Grace were not long in the Colony before showing their interest in the other Sea Service and several officers have been their guests at tennis in the "Yard." Mr. T. G. Weall most kindly consented to take on the work of Treasurer during Mr. Dodwell's absence.

EXPENSES.

The year has been marked by heavy expenses. The Institute had to be colour-washed and painted, both outside and in, and the roof needed certain repairs which had to be carried out. We have the satisfaction of knowing that nothing of any great extent will have to be done to the building if all goes well, before the time comes to sell, on the completion of our new Institute, when ever and wherever that may take place. A stronger engine had to be taken in the *Daypriny*, as the old one, well-tended as it was before the launch was purchased, proved insufficient for the heavy work demanded of it. Those who remember the old engine now describe the running of the present machinery as a "dream." The expense has proved its worth by the increased scope afforded to our launch work by better speed and greater reliability.

KOWLOON INSTITUTE.

Towards the end of the year the Kowloon Masonic Hall Committee approached us with a view to handing back the building at the expiration of their lease. After much prayer and careful thought we decided in spite of the depleted condition of our "War Chest" to re-open the Old Institute as a Kowloon Branch and to "go forward" with the new venture with the assurance that we have no cause of fear for the future.

CHARTER ENDOWMENT FUND.

The need of an assistant chaplain was still a problem to be met as the year closed, but since then Sir Paul Chater's most generous gift of an Endowment Fund of \$50,000 has made the way plain, and we hope that an assistant chaplain will be in charge of the work in Kowloon before 1933 draws to a close.

RECLAMATION.

We are paying our necessary contributions towards the Praya East Reclamation by money borrowed from the Hongkong and Shanghai Banking Corporation on mortgage of the Seamen's Institute.

CULTURAL SERVICES.

The services at the Institute have been well attended on the whole, the same average attendance of seamen Sunday by Sunday being about 25. It is gratifying to have to report that the number of Communicants was three times as large as the highest previous record. One officer was prepared for confirmation and confirmed in the Bishop's private Chapel.

SEAMEN'S INSTITUTE.

The Institute was as usual well used by seafarers. The average number of the beds booked nightly was 40. The summer was our slackest time, but in the winter months we had frequently to make up "shake-downs" in the Concert Hall. We gave very few concerts, but a great number of dances organised by various dancing clubs were held. We had as many as four in one week. The summer bathing parties in the *Daypriny* were as popular as ever, and we also arranged a few long walking expeditions in the New Territory.

SOCIAL WORK ASHORE.

The work of the Ladies' Entertainment Committee at the commencement of the year was organised by Mrs. W. W. W. with great success, and when she left for Home, Mrs. Parr with no less success carried on. Our very special thanks are due to both these ladies for the perseverance in carrying out what at times must have seemed rather a disappointing and by no means easy task, the arranging of weekly tennis and "At Homes." When Lady Stills went home Mrs. Parr also undertook fortnightly tennis parties at her own house. Though at times people have expressed doubts as to whether these tennis parties are really appreciated, the various letters and messages we have received show that they are. The General Superintendent of the Missions to Seamen while at Glasgow on a visit met a ship's officer who spoke with warm appreciation of them, and the Chaplain frequently meets men in the ships who have heard from others of these parties and of the "At Homes" at the Helena Bay Institute. Our and their deepest gratitude goes out to all those ladies and gentlemen who have so kindly helped us in this very practical way.

ACCOUNTS.

The accounts show revenue amounting to \$24,340.27 and after meeting the expenses for the year there remains a balance of \$1,525.19.

ROYAL CHARTER FOR F.B.I.

"FOR THE PUBLIC BENEFIT."

The Federation of British Industries has been granted a Royal Charter of Incorporation by the King. This announcement is interesting, as the grant of a Royal Charter to other than learned societies and educational and technical institutions is rare.

The Charter states "that the Federation was founded in the year 1916 as a voluntary unincorporated society, consisting of British individuals or companies, corporations, partnerships, and associations established in any Dominion, association not formed for the purpose of gain to its members, but is merely an association for the encouragement, promotion, and protection of British industries of all kinds and the development thereof, and the establishment of closer communications between manufacturers, producers, workmen, and customers, and the improvement, standardisation and simplification of commercial law in all parts of our Dominions." and that it is believed that the Federation has already assisted, and will still more in the future greatly assist, in the extension of British industries throughout the world, and that it would greatly promote the objects of the Federation, and would also be for the public benefit, if it were incorporated by the exercise of the Royal Prerogative.

The Charter proceeds: "Whereas it appears to us that the association is doing important national work and that it would tend to improve its status and usefulness if the prayer of the said petitioners were granted, we do constitute, erect, and incorporate into one body the Federation of British Industries, the petitioners and such other associations, companies, firms, and persons as are by this our Charter made or declared to be members, and shall hereafter be admitted as members thereof, with perpetual succession and a common seal and with power to alter and renew the same at discretion.

The grant of such charters is infrequent, but they have been obtained by institutions covering a very wide range of interests. The two premier Universities, the Chamber of Shipping, the Institute of Shipbuilders, the Dundee Chamber of Commerce, Radley College and the Institute of Journalists may be mentioned as examples.

Two of the leading shipping companies—the Royal Mail Steam Packet Co. and the P. and O.—work under Royal Charters originally granted in 1830 and 1810 respectively.

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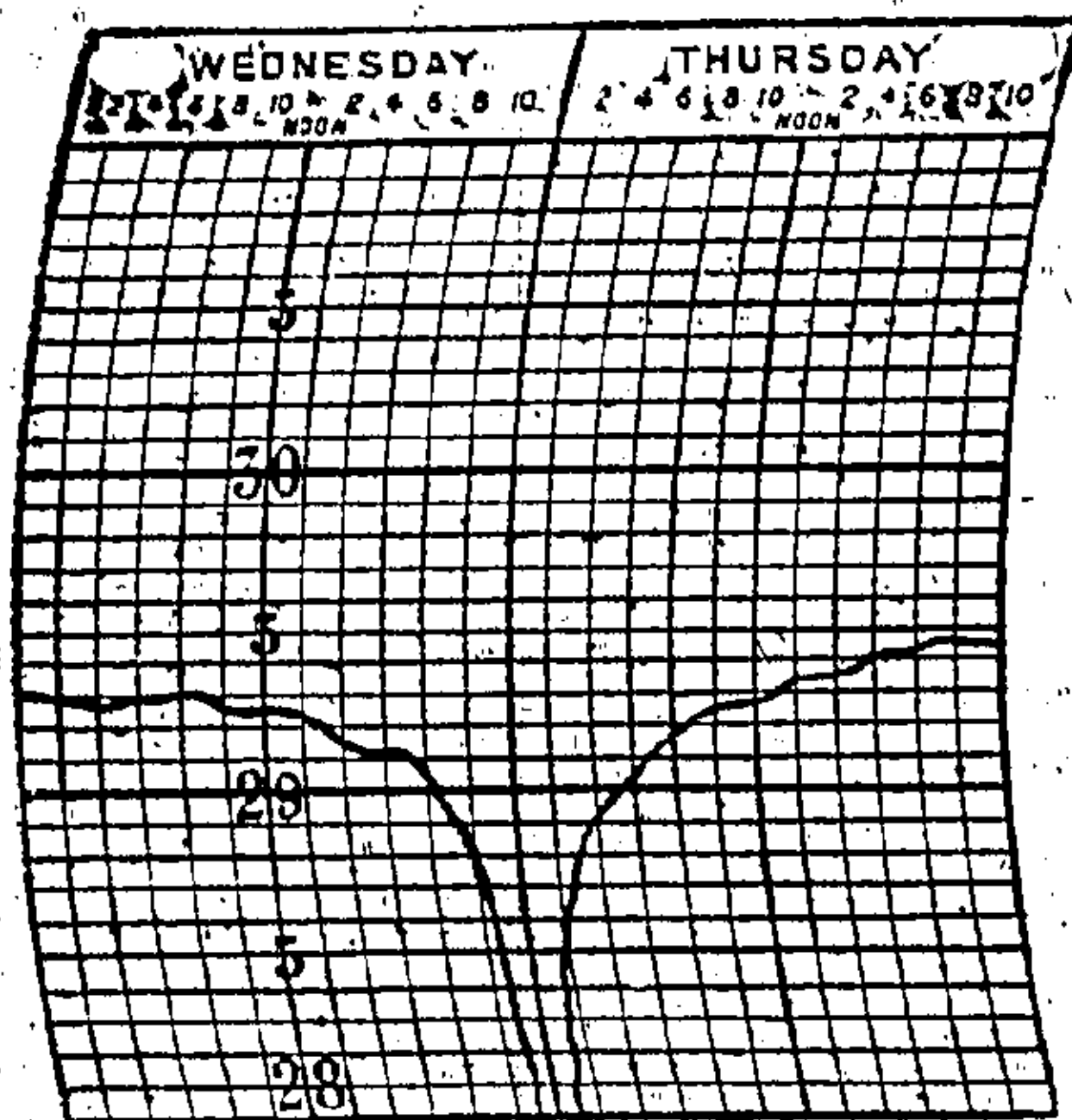


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	Nagasaki Hotel	Nagasaki Hotel
	Osaka —	Osaka Hotel
	Osaka Hotel	Osaka Hotel
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Korjo (Seoul) —	Dairen —	Dairen —
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HEADS OR TAILS. THE LAWS OF LUCK.

Man cherishes an incorrigible faith in Luck, and is incorrigibly lazy about studying the Laws which lie at Luck—Laws of Probability, writes Ward Muir in *John's Weekly*. The most speculative persons continually pay lip service to the Laws of Probability. How many of the visitors to the Derby or to Monte Carlo have ever heard of J. M. Keynes' masterly "Treatise on Probability" (Macmillan), or if they had, could comprehend its pages of elaborate formulae? And, at the conclusion of Keynes' book there is a bibliography which mentions the names of no fewer than 245 authors who have written about Probability, not including the host who have composed the very numerous volumes dealing with Insurance, Games of Chance, Statistics, Errors of Observation, and Least Squares.

But to the man in the street the simplest problems in the Laws of Probability are those concerned with the tossing of coins, and he will tell you that if (say) the head has turned up several times running, the probability of the tail turning up is thereby increased. But each toss is an individual event in time, detached from and uncontrolled by past events. To lay odds beforehand against a run of heads, as a run, is mathematically sound. To "chip in," offering odds in favour of a tail, after a run of heads, is unsound, because on each single toss the chances are even.

Keynes mentions Grimsell's calculation to the effect that if every inhabitant of the world were to toss a coin every second, day and night, a run of 100 heads in succession would only occur once on the average in every twenty billion years. The late Sir Hiram Maxim, alluding to this in his book, "Monte Carlo Facts and Fallacies," and discussing the appearance of red and black in the game of roulette, says: "It is a pure, unadulterated question of chance, and it is not influenced in the least by anything which has ever taken place before, or that will ever take place in the future." However, so firmly embedded in most minds is an incorrect and partial conception of the laws of probability that when a run of (for instance) black has occurred at one of the tables in the Casino, many onlookers confidently plunge on red.

LONG RUNS. The curious thing is that, as a mere matter of the experience, exactly the reverse would seem sometimes to be the wise course. In 1894 Professor Karl Pearson printed an article in the *Fortnightly* entitled "Science and Monte Carlo," in which he gave the statistics of an examination into a fortnight's play of roulette in the autumn of 1892. "In 33,000 turns of the wheel the totals of red and black balanced as equally as would be expected by any mathematician. The excess of reds and blacks, however" (i.e. the runs) "was the laws of chance at defiance in the most persistent and remarkable manner."

Another fortnight's play was then tabulated by a pupil of Pearson's with the result that his fortnight was so "improbable" that it was only to be expected once in 5,000 years of continuous roulette, the "runs" were so frequent. But Dr. Karl Marks outside Pearson by examining 80,000 coups from Monte Carlo and elsewhere, and to make confusion worse confounded announced that long runs, instead of being in excess, were greatly in defect.

Little wonder is it that M. Blanc, founder of the Casino, used to aver that he would give a fortune to anyone who could prove that money could be made with certainty by the punter at Monte Carlo, and that the French saying came to be popular, "Black loses; red loses; it is white (Blanc) that always gains." Obviously this is true in the aggregate, or the Casino company would not be able to pay its remarkable dividends. According to guidebooks the bank has only 41 chances to the player's 60. But the bank's annual winning are stated to be approximately one million sterling, which would mean that it takes millions taken to the tables annually—a difficult figure to swallow. Sir Hiram Maxim after close watching of the play, asserted that at the time his book was written (1904) only £1,100,000 was "staked" in a year, which, if true, would prove that the bank actually won over 50 per cent.—and that the advantage in its favour so far from being 61 to 60, was more like ten to one.

THE ULTIMATE LOSS. This is a questionable statement. But on one point nearly all are agreed—namely, that while a gambler may win, whether at Monte Carlo or elsewhere, he can only do so if, having won, he ceases to play. In an infinite continuation of play he is certain, ultimately, to lose. Here we get back to Probability and Mathematics. The fact that the poorer a gambler is, relative to his opponent, the more likely is he to be broken, can be expressed in an algebraic formula as also that all private gambling must inevitably be a losing venture. As Keynes says "The infinitely rich gambler is the public. It is against the public that the professional gambler plays, and his ruin is therefore certain."

Might not Poison and Condorcet reply. The conditions of the game imply contradiction for no gambler plays, as this argument suppose for ever? At the end of any finite quantity of play, the player, even if he is not the public may finish with winnings of any finite size. The gambler is in a worse position if his capital is smaller than his opponents—at poker, for instance, or on the Stock Exchange. This is clear. But our desire for moral improvement, outstrips our logic if we tell him that he must lose. Besides, it is paradoxical to say that everybody individually must lose and that everybody collectively must win. For every individual gambler who loses there is an individual gambler or syndicate of gamblers who win. The true moral is this, that poor men should not gamble and that millionaires should do nothing else. If it be replied that, in fact, most millionaires are men originally poor who departed from the path of prudence, it must be admitted that the poor man is not doomed with certainty.

Here speaks Keynes in one of his dryly frivolous moments, and, truth to tell, the Chance of Probability is one which mankind, at any rate when he is thinking of betting—or even of taxing betting—is prone to treat unsavourily.

Several questions impugning the utility of the Committee on Domestic Service were addressed to Sir M. Barlow, in the House of Commons on June 20th. In reply he said that only a small number of witnesses remained to be called. Sir H. Craik insisted that the Committee had already done infinite harm.



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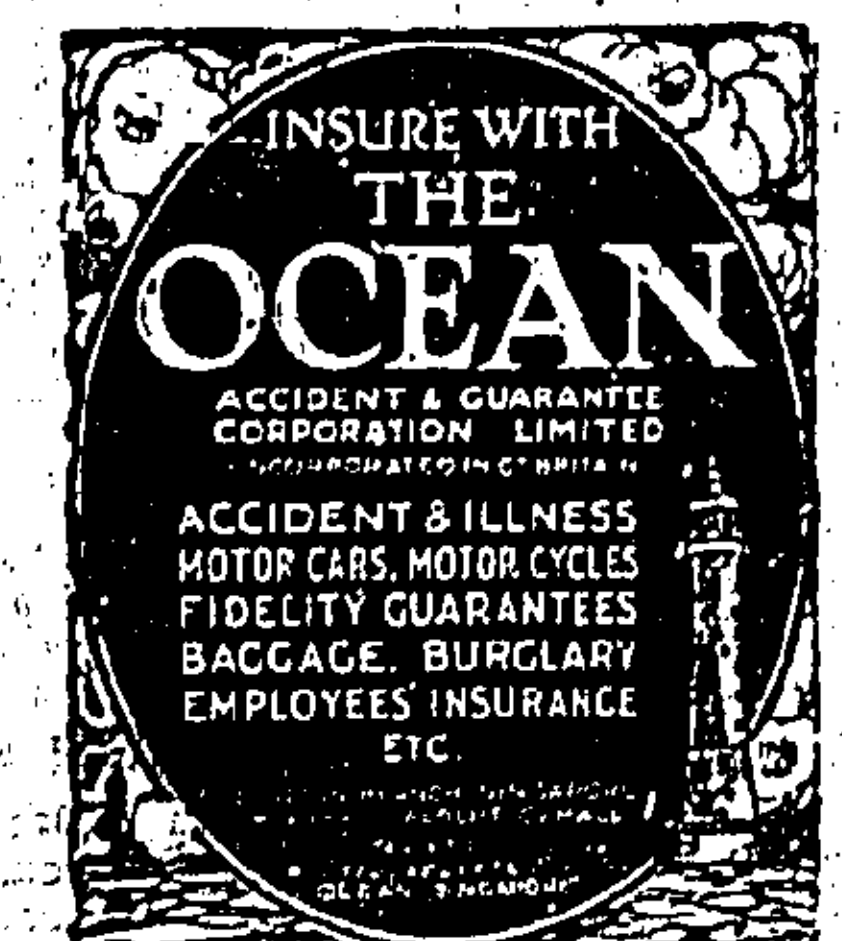
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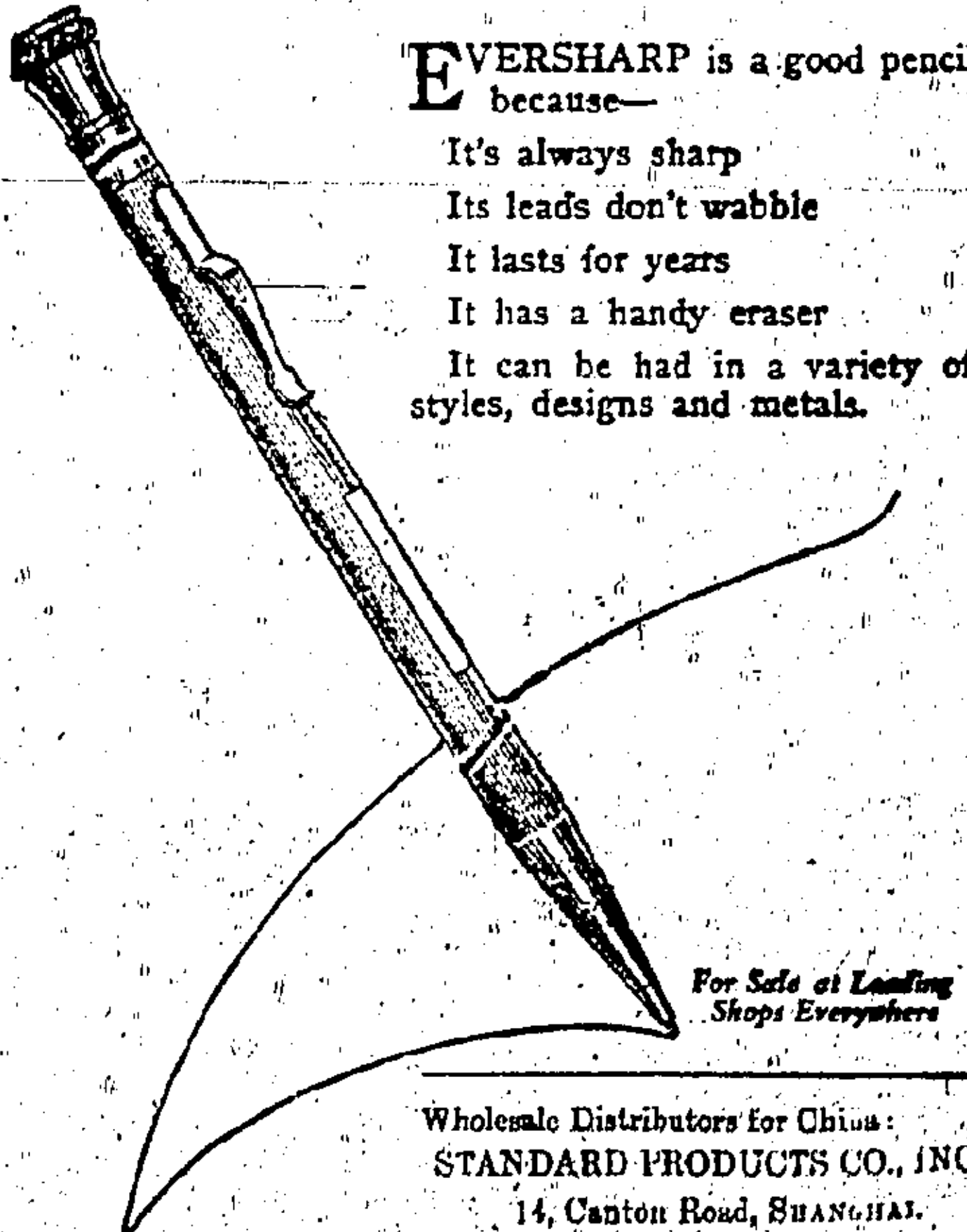
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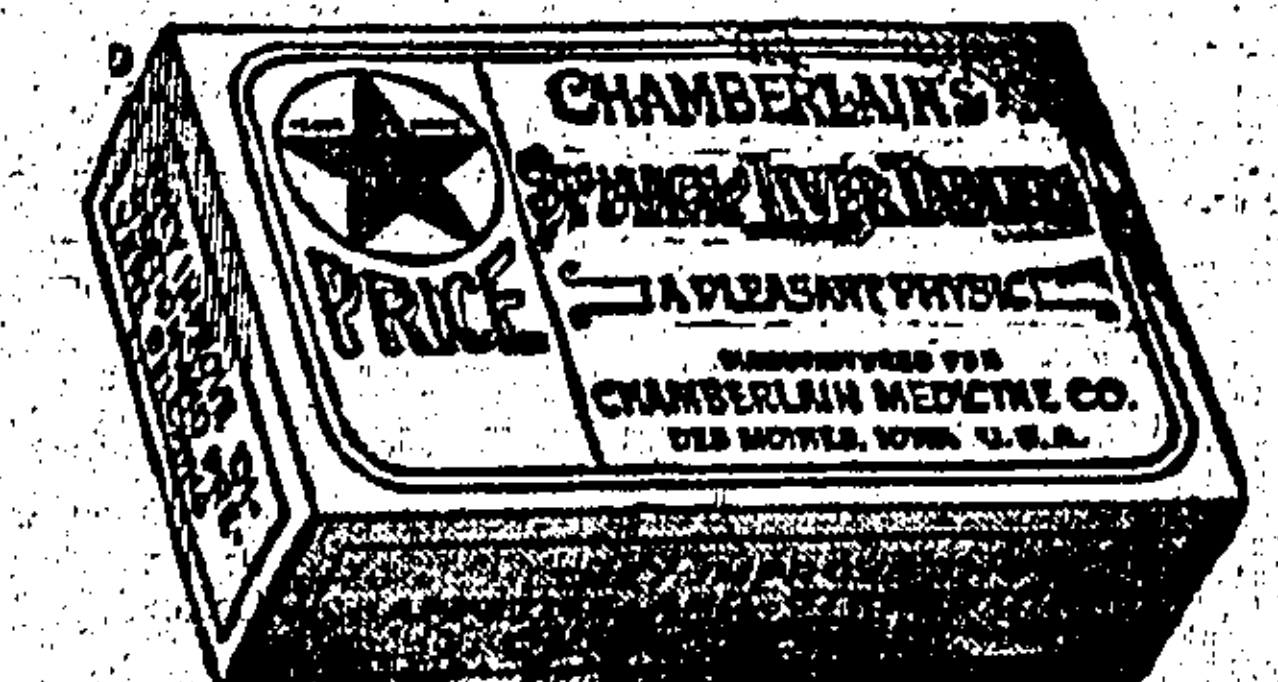
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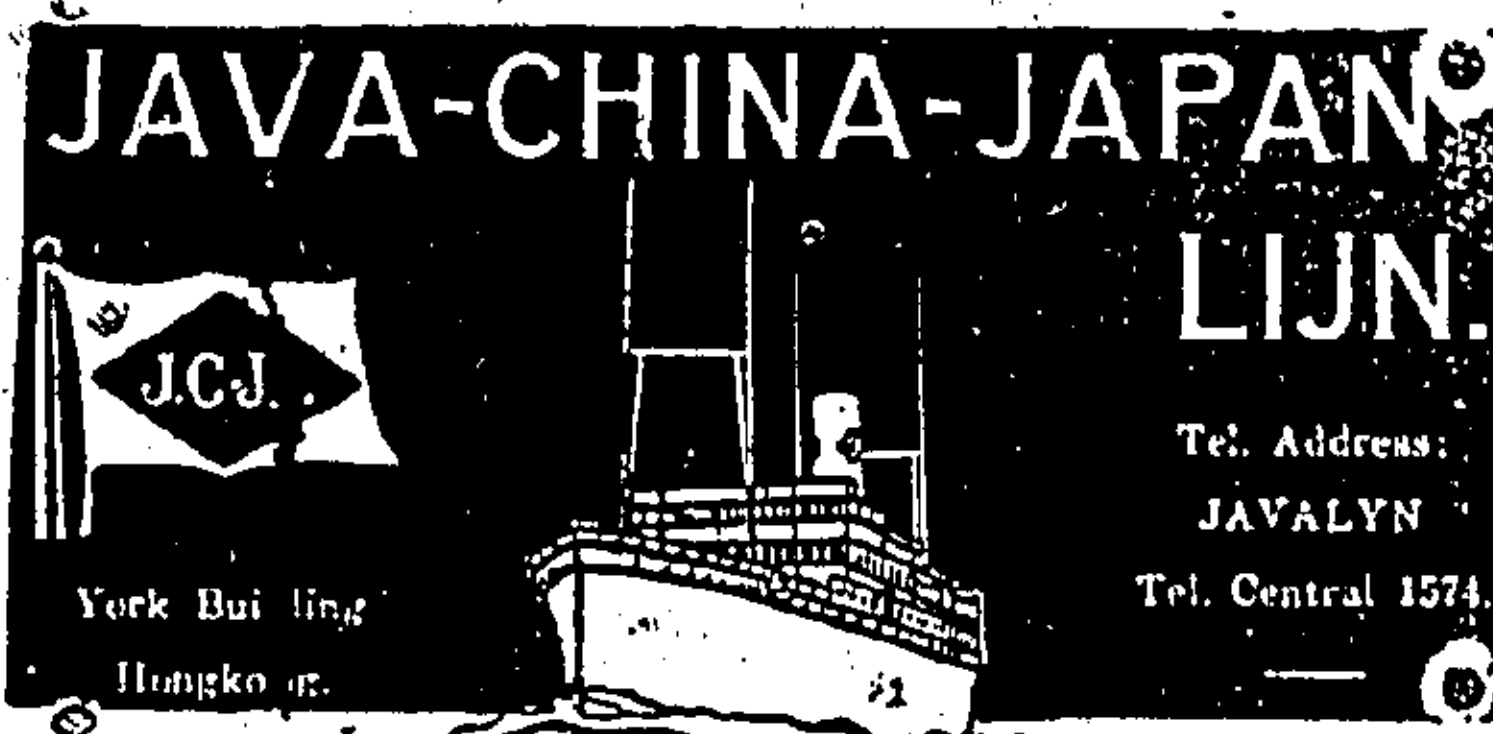
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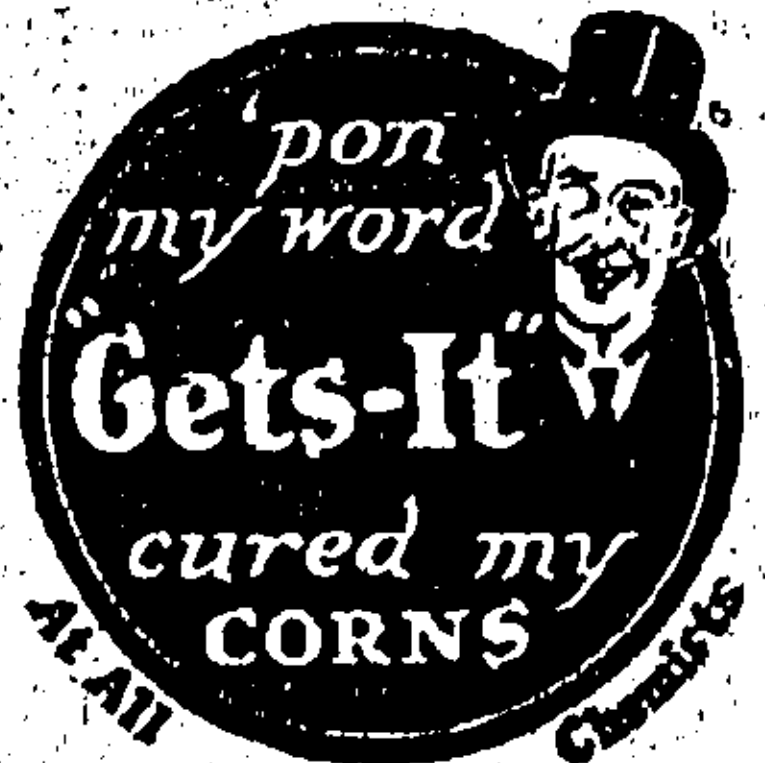
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LIFE IN GERMANY. NATION LIVING ON A VOLCANO.

The Berlin correspondent of the London Observer, writing a month ago, said—

There are optimists at work in Germany. First and foremost is the statistician who has just published the pleasing news that at least 250,000,000 marks have been saved by the Municipal Council in Berlin alone by the rain this season. No water-carts have been necessary until now, and a few more weeks of the present weather may easily bring up the sum saved to a round milliard of marks. This by no means counterbalances the fact that the harvest prospects are of the most dismal description, and only a very fine July indeed can save Germany from very meagre crops of rye and potatoes, the nation's chief stand-by. The calculation is very typical of the generally prevailing frame of mind: a thankfulness for the small mercies of the moment and incapacity for counting the cost of any such draft on the future.

Characteristic of this point of view is the sudden fall in the rising tide of anger against the Government and the Reichsbank that has set in in presence of the danger of a general rising against the almost impossible conditions of life that have prevailed since the mark began to fall. The demands of the industrial councils for a minimum wage of five gold dollars a week for the wage-earners and of two gold dollars for recipients of any kind of dole, has had such a sobering effect on employers that steps are being taken at last to make the index figure tally with the real rise in the cost of living. Tested weekly instead of monthly, it is hoped that some adequate figure will be arrived at. Typical of the past week's panic is the fact that the percentage of increase demanded on the new wages tariffs was raised more than once during negotiations lasting only a few days. Any increase is inadequate after a week of waiting. The confusion of opinion was never more appalling than at the moment.

THE ETERNAL QUESTION OF THE MARK.

It is obvious that nobody fears an agitation for wages based on a foreign currency more than those who demand payment for the goods they manufacture at world-market prices. But it is just as obvious that the wage-earners, who are willing to accept a stop-gap in paper to tide them over the coming weeks, are merely cutting off the evil day. Still more obvious is the reasoning that no gold basis is of any account when the prices of things paid for in paper rise and the "stable" gold wage remains the same at the end of the month as it did at the beginning. On the other hand, no adequate payment in paper can be made to-day without the same thing happening as happened in Austria—more and more unemployment until the fair and square index figure, honest at last, was "corrected." Faced with unanswerable arguments, which ever way they turn, Germans are suggesting, pending the working out of nebulous theories of complete currency reform, the Utopian idea of taxes, several times multiplied by a hypothetical index, paid in advance.

EXCHANGE SPECULATION FOR ALL.

The present talk of stricter control of speculation in foreign currencies is exceedingly plausible when reported in the columns of a newspaper, but appears little less than ridiculous on a walk through the streets of Berlin. No queue lined up on the chance of securing a pound or two of potatoes, sugar, or any such luxury during and after the war was ever more patient than the well-dressed throng that press around the little money-changing kiosks which have sprung up miraculously in all the most important thoroughfares. Ostensibly for the convenience of foreigners desirous of changing their money into marks, these kiosks are simply a convenience for the small speculator who has neither time nor inclination, nor money enough, for acting through a bank, or waiting about the Bourse building for the chance of direct deal. Strict order prevails, two by two the eager speculators await their turn, and a brisk business is transacted among themselves. Many turn away long before their turn to "change" arrives, well satisfied with the offer of the next man or woman in the queue. Speculation in exchanges has long become a national disease. It is absurd to imagine that any form of "centralisation" can stop it. All the same, the bare idea has been sufficient to calm the spirits of those with no money to speculate in.

The prospect of increased rates for all methods of locomotion by underground, tram and omnibus, with a two hundred per cent. increase of railway fares, and the promise of exactly the same thing again in August, has merely had the effect of a rush for early holidays and bookings for specially cheap trains weeks in advance. Excellent business is being done in Germany by these means; it is always cheaper to buy a thing to-day than to-morrow—even a railway ticket or a postage stamp. The frame of mind of a satisfied bargain-hunter is general one just now, drowning most other considerations.

\$3,000,000 FOR A KIND ACT.

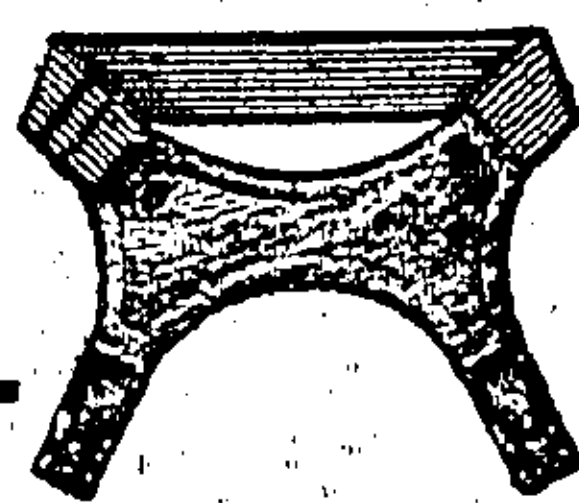
Harry Zeitun, a retired army officer, aged 50 years, has received about \$3,000,000 under the will of Mrs. Julia Davies, an American, "in token of his affectionate care and protection of myself." In January, 1922, Zeitun was in Rome, where he met Mrs. Davies, who fell ill. He secured for her the best care and advice, and on their arrival in England he was appointed her secretary. She went to America, where she died in December. Zeitun was informed of his luck when he inquired whether the money which was due to him for wages as Mrs. Davies' secretary could be covered by her estate. The will stipulated that her husband should have no claim on her estate, and he is contesting the matter in the American Courts.

WORTH WHILE

Nothing that you possess is more worth looking after than your health. Your comfort, your happiness, your efficiency and success all depend upon it. Take good care of it! Never neglect any ailment of the stomach, liver or bowels but make a point of taking a dose of Beecham's Pills as soon as you are conscious of indisposition from such a cause. Many people find this an excellent way of avoiding the many disorders which arise from constipation and indigestion and a reliable means of preserving health and strength.

BEECHAM'S PILLS

No. 4



They Hold the Hose Dependably and Securely

All trimmings used in connection with

PARIS GARTERS

are rust-proof, insured against breakage or corrosion. They are small and neat in design, yet hold the hose with utmost security.

This is only one of the five famous reasons why discriminating men the world over insist on Paris Garters.

Do not accept an imitation—be sure to get the genuine. All good haberdashers sell Paris Garters.

A. STEIN & COMPANY
Makers—Chicago, U. S. A.
Distributors:
Muller & Phipps (Asia), Ltd.
Hong Kong

THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
No. 1 for Rheumatism, No. 2 for Gout, No. 3 for Gravel. Each bottle contains 10 tablets. Price 1/6. Sold by all chemists and druggists.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SUBJECT TO ALTERATION.

RANGOON via SWATOW	"HANGSANG"	Wednesday, 1st Aug. 4 p.m.
SHANGHAI via SWATOW	"YATSHING"	Friday, 3rd Aug. Noon.
MANILA	"MINGSANG"	Friday, 3rd Aug. 3 p.m.
KOBE via MOI	"LAISANG"	Saturday, 4th Aug. Noon.
RANGOON via HOIHOW	"CHUNSHANG"	Tuesday, 7th Aug. 9 a.m.
SHANGHAI via SWATOW	"ESANG"	Wednesday, 8th Aug. 4 p.m.
TIENSIN	"CHEONGSHING"	Wednesday, 8th Aug. 4 p.m.
KOBE via MOI	"FOUKANG"	Friday, 10th Aug. 7 a.m.
HAIPHONG via HOIHOW	"LEESANG"	Friday, 10th Aug. 8 a.m.
SHANGHAI & CALCUTTA	"HOSANG"	Saturday, 11th Aug. 3 p.m.
SANDAKAN	"HINSANG"	Friday, 24th Aug. 4 p.m.

CALCUTTA LINE—This line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Surabai and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoioh when indicated on offers.

BOHNEO LINE—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, "HISSANG" and "MAISANG" (both steamers having excellent passenger accommodation. Cargo taken at through Bills of Lading for Kuala Lumpur, Labuan, Tawau and Lahad Dairi.

TIENSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "HOSANG" will be despatched on or about Saturday, 11th Aug. at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWATTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGER.

TELEPHONE CENTRAL No. 215

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE OUTWARDS.

Vessel	Due Hongkong	Vessel	Leaves H'kong	Discharges
"GLENSHANE"	13th Aug.	"GLENIFFER"	7th Aug.	Genoa, London, Rotterdam and Hamburg.
"PEMBROKESHIRE"	30th Aug.	"CARNARVONSHIRE"	14th Aug.	London, Rotterdam and Hamburg.
"GLENLUCE"	10th Sept.	"GLENBEG"	28th Aug.	London, Rotterdam and Hamburg.
"GLENOGLE"	20th Sept.			

Movements are subject to change without notice.
For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.,

The Glen Line, Ltd., AGENTS.

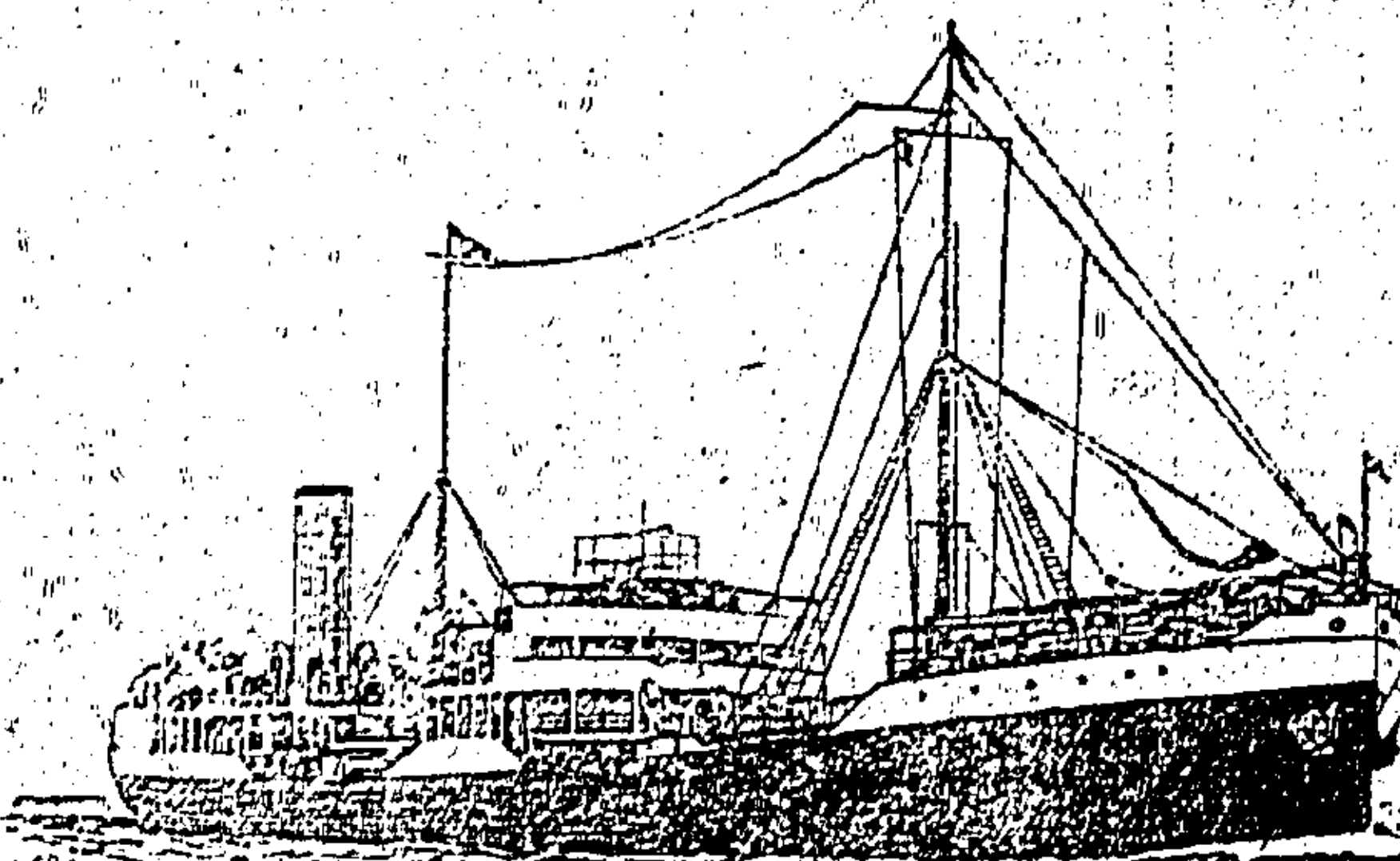
Telephone: Central No. 215 sub-ex. 13 and Central 2495.

THE HONGKONG & WHAMPOA DOCK CO., LTD

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CONSTRUCTION: At A.R.C. Fifth Edition; Engineering: First and Second Edition
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Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



OIL TANK STEAMER "PALUDINA"
427'0" x 58'1" x 31'0" x 8,400 tons d.w. x 3,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD. at KOWLOON DOCKS to the order of THE ANGLO SAXON PETROLEUM CO., LTD., being one of four similar vessels built in these WORK to the same order.

Please address enquiries to the Chief Manager:

R. M. DYER, B. Sc., M.I.N.A., Kowloon Dock, HONGKONG.

'ELLERMAN LINE'

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE

OUTWARDS.

A.S. "KASAMA" ... 3rd Sept. ... Shanghai, Kobe & Yokohama

HOMEWARDS.

A.S. "CITY OF GLASGOW" ... 28th Aug. ... Marseilles, London, Rotterdam & Hamburg

PASSAGE RATES TO LONDON.

1st Class Steamers ... 1st Class £22.—2nd Class £18.—
 3rd Class Steamers ... 1st Class £24.—2nd Class £18.—
 4th Class Steamers ... 1st Class £25.—

1st, 2nd & 3rd Class Steamers complete those of the Cargo type which have accommodation for a few passengers but do not carry Doctor or Stewardess.

Subject to change without notice.

For further particulars apply to—

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AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

A.S. "CITY OF MADRAS" ... via Suez Canal ... 8th August.
 A.S. "TALITHYBIUS" ... via Suez Canal ... 15th August.
 A.S. "CITY OF BOSTON" ... via Suez Canal ... 22nd August.
 A.S. "ANTIOCHUS" ... via Suez Canal ... 29th August.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

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(JOHN SWIRE & SONS, LTD.)

HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	P.O. Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
ANGKOR	8th Aug.
CHAMBER	20th Aug.
PAUL LECAT ...	29th June	1st Aug.	3rd Sept.
ANDRE LEBON ...	13th July	17th Aug.	17th Sept.
AMBOISE ...	27th July	28th Aug.	1st Oct.
CORDILLERE ...	10th Aug.	11th Sept.	15th Oct.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance.)

A CLASS 1st Class ... £5. 0s. 0d. B CLASS 1st Class ... £5. 0s. 0d.
 STEAMERS 2nd ... £3. 0s. 0d. STEAMERS 2nd ... £3. 0s. 0d.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boat).

A.S. "LT. DE MISSIESSY" loading for BORDEAUX, HAVRE, ANTWERP & DUNKIRK, about 29th July.

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Free in restaurants, staterooms and excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 10 Days)

HAIPHONG ... Capt. W. C. Passmore ... Friday, 3rd Aug., at 1 p.m.
 HAIPHONG ... Capt. Ellis Walker ... Tuesday, 7th Aug., at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Bluff Pier)

For Freight and Passage apply to—

DOUGLAS LARRAIK & CO.,

(General Managers)

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

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MITSUBISHI TRADING CO., LTD.

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 STRAITS, JAVA, BURMA, ORISSA, INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
 EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Ton.	From Hongkong (about)	Destination
"SODAN"	8,698	7th Aug.	Singapore, Penang, Colombo & Bombay
"RHYA"	8,017	8th Aug.	Singapore, Penang, Colombo & Bombay
"ALPHE"	8,273	19th Aug.	Singapore, Penang, Colombo & Bombay
"KASHMIR"	8,541	22nd Aug.	Singapore, Penang, Colombo & Bombay
"SICILIA"	8,513	23rd Aug.	Singapore, Penang, Colombo & Bombay
"MACEDONIA"	11,089	7th Sept.	Singapore, Penang, Colombo & Bombay
"DONGOLA"	8,068	9th Sept.	Singapore, Penang, Colombo & Bombay
"SODAN"	8,698	10th Sept.	Singapore, Penang, Colombo & Bombay
"MANTUA"	10,902	10th Oct.	Singapore, Penang, Colombo & Bombay
"KARMALA"	9,068	10th Oct.	Singapore, Penang, Colombo & Bombay
"SICILIA"	8,513	23rd Oct.	Singapore, Penang, Colombo & Bombay
"KALYAN"	9,062	2nd Nov.	Singapore, Penang, Colombo & Bombay
"MALWA"	10,941	16th Nov.	Singapore, Penang, Colombo & Bombay

1924.

(MARSEILLES & LONDON)

via Usual Ports of Call

BRITISH INDIA - APCAR SAILINGS

"JANUS"	4,824	29th Aug.	Singapore, Penang & Calcutta.
"JAPAN"	6,062	2nd Sept.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,800	4th Aug., Noon	(Manila, Sandakan, Tharaka, Idian, Townsville, Brisbane, Sydney & Melbourne.)
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Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"CHAKRATA"	5,682	2nd Aug., Noon	Yokohama, Kobe & Moji.
"JANUS"	4,824	6th Aug.	Shanghai, Moji & Kobe.
"JAPAN"	6,062	7th Aug.	Yokohama.
"DONGOLA"	8,068	11th Aug.	Shanghai, Moji, Kobe & Yokohama.
"SICILIA"	8,513	15th Aug.	Shanghai.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while waiting for the on carrying steamer.
 First Saloon Passengers may travel by B.I.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras by the section of their P. & O. Tickets Singapore to Colombo.

All Cables are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
 For Further Information, Passage Fares, Freight Handbooks, etc., apply to—
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 22, Des Voeux Road Central, HONGKONG. Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

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 NEW YORK

For Freight and full particulars apply to—

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O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
 LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.
 "LONDON MARU" (Call at Marseilles) ... Tuesday, 4th Sept.
 RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown—Passenger Service.
 "MEXICO MARU" (Call at Montevideo) ... Friday, 17th Aug.
 BOMBAY—fortnightly service via Singapore and Colombo.
 "CELEBES MARU" (Call at Penang) ... Saturday, 4th Aug.
 "SUMATRA MARU" ... Monday, 20th Aug.
 SAIGON, BANGKOK, SINGAPORE & DELI—Regular monthly Passenger Service.
 "KISHU MARU" ... Wednesday, 1st Aug.
 CALCUTTA—Monthly Service via Singapore and Rangoon.
 "INDOMARU" ... Wednesday, 16th Aug.
 VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.
 "AFRICA MARU" ... Friday, 17th Aug.
 NEWYORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.
 "ALASKA MARU" ... Wednesday, 6th Aug.
 JAPAN PORTS—Moji, Kobe, Osaka, Yokohama & Yokohama.
 "LONDON MARU" ... Wednesday, 1st Aug.
 "ALTA MARU" ... Friday, 3rd Aug.
 KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.
 "KAIJO MARU" ... Sunday, 5th Aug., Noon.
 TAKAO via SWATOW & AMOY.
 TAKAO & KEELUNG.
 "SOSHU MARU" ... Thursday, 2nd Aug.
 For sailing dates and further particulars, please apply to
 E. SELMA, Manager.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
SHANGHAI & TIENTSIN	"SHANTUNG"	On 1st Aug., D.L.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 1st Aug., 4 p.m.
WEIHAIWEI, CHEFOO & NEWCHANG	"PAKHAI"	On 1st Aug., 4 p.m.
SWATOW & BANGKOK	"KWANGTUNG"	On 1st Aug., 4 p.m.
SWATOW & SINGAPORE	"KWEIYANG"	On 1st Aug., 4 p.m.
SHANGHAI & PUKOW	"YINGCHOW"	On 1st Aug., 4 p.m.
AMOY & SHANGHAI	"CHUSAN"	On 2nd Aug., D.L.
HONGKONG	"SHANGHAI"	On 2nd Aug., 8 a.m.
CHOWHAI, HAIPHONG & SINGAPORE	"CHENHUA"	On 2nd Aug., 8 a.m.
SWATOW & SHANGHAI	"SUNNING"	On 3rd Aug., Noon
AMOY, SWATOW & SINGAPORE	"KAYING"	On 3rd Aug., 8 p.m.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai leaving Hongkong Sundays (extending to Pukow), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wharves.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

Telephone Central 33.

(JOHN SWIRE & SONS, LTD.) Agents

CARGO & "AFRICA CAN" IS INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.) Agents.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

SAILINGS SUBJECT TO ALTERATIONS

Steamer	Arr. Hongkong from Australia	Leave H'kong. for Manila, Sandakan, & Aus. Ports.
"TAIYUAN"	20th July.	3rd Aug., 4 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation. Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

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OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "West Sequana" ... Due Hongkong 2nd Aug.
 Leave Hongkong 3rd Aug.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, CEBU, ILOILO AND ZAMBOANGA.

U.S.S. "West Chopaka" ... Due Hongkong 11th Aug.
 Leave Hongkong 12th Aug.

TO MANILA AND SINGAPORE.

U.S.S. "West Carmona" ... Due Hongkong 18th Aug.
 Leave Hongkong 21st Aug.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to

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L. EVERETT,

General Agent for

JAPAN-CHINA-PHILIPPINES.

INDO-CHINA-STRAITS & JAVA.

1st Floor, Queen's Building,

Phone Central No. 300.

K. A. HEYUM, Res. Agent.

(22)

DODWELL & CO., LIMITED

For BOSTON & NEW YORK via SUEZ

A.S. "EGREMONT CASTLE" ... sailing on or about 11th Aug.
 A.S. "BOWES CASTLE" ... sailing on or about 7th Sept.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

PIUMI having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £88.

FOR SHANGHAI YOKOHAMA & KOBE.

A.S. "ROSANDRA" ... sailing on or about 2nd Sept.

FOR BRINDISI, VENICE & TRIESTE

via SINGAPORE, PENANG & COLOMBO.

A.S. "DUCHESSE D'AOSTA" ... sailing on or about 7th Aug.

A.S. "TRIESTE" ... sailing on or about end of Aug.

A.S. "ROSANDRA" ... sailing on or about end of Sept.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Agents.

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